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Hongkong Sunday Herald.

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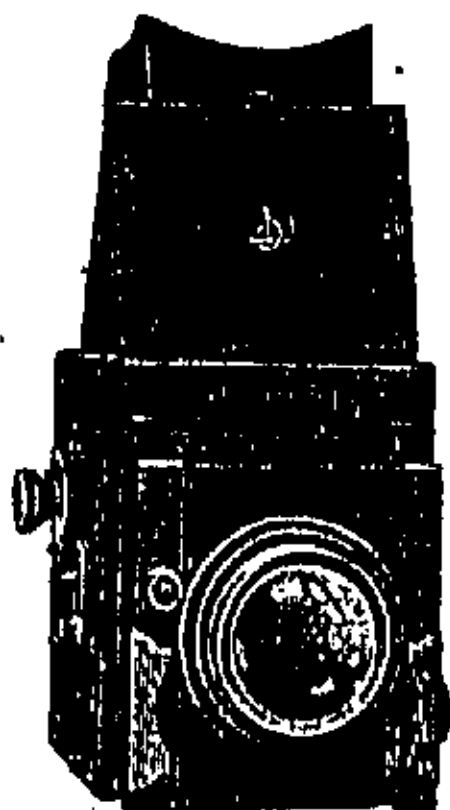
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"THE LEATHER BOTTEL"

LOCAL VOLUNTEER CORPS' TUNE

A FINE OLD SONG

Regimental Marches Of British Army

LINK TO MELODIC CHAIN

The following article has been suggested by a remark of an elderly lady at the Cenotaph on the occasion of the King's Birthday Parade on Monday last when she asked a companion: "Why do not all the sailors and soldiers march to the tune of the National Anthem, 'God Save the King'?"

TIME-HONOURED CUSTOM

A recent War Office announcement that a regimental march for the Royal Tank Corps had received official approval adds yet another link to the melodic chain of military tradition. So many of the time-honoured customs of soldiering have been scrapped since the memorable year, 1914, that it is all the more gratifying to acknowledge the continuance of such an old service tradition as that of the regimental march.

The oldest regimental march is the "British Grenadiers," going back as it does to the days when the Grenadiers were known as the First Guards. Very popular, indeed, was this old ditty with its "row, row, row," refrain, and at the present day it is not only the ceremonial march of the men who once wore the "Cap and Pouch, and loupé clothes," but it is also the common property of other Fusilier regiments, who in the days gone by did duty with the hand grenade.

"The Jocks"

From a popular point of view, the second place must be awarded to "Highland Laddie," which is the ceremonial march of the "Scots Guards," as well as several other regiments that are familiarly known throughout the service as "The Jocks." The Lothians have for their march an old time known as "Dumbarton's Drums," while the Borderers, aptly enough, swing by on parade to the air of Scott's stirring lyric, "Blue Bonnets o'er the Border." The Camerons keep time to "With-in a Mile o' Edinburgh Town," and the Highland Light Infantry put their best foot foremost with Whistle O'er the Lave O'it. Merry times, indeed, are these old Scotch airs when they are listened to on the march, carrying with them as they do a flavour of grit and devilry, which factors go a long way towards making them first favourites even with the soldiers of our own day.

Many English regiments, too, have adopted the old Scottish airs as their regimental marches, for instance, the Middlesex Regiment with their "Lass o' Gowrie," the Royal West Kents with "A Hundred Pipers," and the Lancasters with "Corn Rigs," while such a typical regiment as the Cheshires still march to the inspiring strains of "Wha Wadna Fecht for Charlie?"

Welsh Tunes

Of the Welsh tunes adopted for regimental marches, "Men of Harlech," "God Bless the Prince of Wales," and the rollicking "Ap Sherkin" may be said to comprise the list. The last named is the march of the Welsh Guards, while the first is also a popular march with cavalry regiments. With the "Irish Guards," "Connaught Rangers," "Faugh-a-Ballagh," and other regiments of the sister Isle, St. Patrick's Day, "Garryowen," and "Let Erin Remember," are first favourites with the "Boys" who, it is said, can march to the devil, and back again.

Coming now to the English songs used as regimental marches, we may cite, "The Dashing White Sergeant," "Jockey to the Fair," "Come Lassies and Lads," "Dye ken, John Peel," "Here's to the Maiden," and "Her Bright Smile Haunts me Still," etc., etc. Of the latter song there is a pretty little story associated with its adoption by the R.A.M.C. When the Corps many years ago decided to adopt a regimental march, the suggestion was made that Florence Nightingale, who really

founded military nursing as it is known to-day, should be invited to select the tune. This she did in a letter still in existence, and added that "Her Bright Smile Haunts me Still," has always been my favourite; therefore the R.A.M.C. until quite recently, marched past to the tune that found so much favour with the "Lady of the Lamp." Their march past now is "Bonnie Nell."

Royal Tank Corps

The song which is now the march of the Royal Tank Corps is known as "My Boy Willie," which is taken from Cecil Sharpe's collection of Folk Songs. When the idea of a regimental march was suggested, the officers unanimously decided to have a real good old English tune, and after many had been tried, the final choice fell on "My Boy Willie."

Domestic troops have now quite as great a liking for distinctive marches as the British Army. Just as we cannot imagine the Gordon Highlanders parading to any other tune than "Cock o' the North," neither can we imagine any branch of the Canadian Army marching past to anything but the "Maple Leaf for Ever."

Foreign Ditties

While it is easy to see why British folk-songs are so popular as ceremonial marches, it is difficult to account for the adoption of such foreign ditties as "Milanollo" until quite recently the march of the Coldstream Guards, and "Ca Fra," a French revolutionary song used by the West Yorks. Then there are also "Braganza," the march of the "Queen's," "Romaika" the favourite tune of the Oxford Regiment, and "La Mandolinata," which the Bedford Boys have marched to for half a century.

Several regiments have two marches. I quote for example "The Queen's Own Cameron Highlanders," the pipers play the "Pibroch O'Donnell Dhu," while the military band, if called upon to play the regimental past, play "The March of the Cameron Men."

In a few regiments what might be termed special marches bearing the title of the regiment, have been called into service, and there are at least two notable instances where even Royalty itself has vied with the bandmaster in the production of a regimental quick-step. The late Prince Consort is credited with a march styled, "Prince Alberts," which was composed for the Somerset Regiment; while H.R.H. Princess Augusta was responsible for the march "Windsor" which has for many years been associated with the Worcester Regiment.

Hong Kong Volunteers

Of local interest may be mentioned the march of the Hong Kong Volunteer Defence Corps. When it was found that the newly formed band were making steady progress and would soon be called upon to take their place on ceremonial parades, Mr. Fitz-Earle who had formed them, approached Colonel Bird the Commandant, and suggested that a tune (connected with the Corps if any were known) be adopted as a Corps march. Old records were searched but without success. Colonel Bird then decided upon the old tune "The Leather Bottel." This fine old song was very favourably received as a march past, and was heard for the first time on the occasion of the Presentation of Colours to the Corps by H.E. the Governor.

KWANGSI GOVERNOR

Yu Tso-peh Appointed
by Nanking

ARRANGEMENT FOR SWATOW

Peaceful Evacuation by Anti-Canton Holders

No development of striking importance in the struggle between the two Kwang provinces, following the entry of the Cantonese into the Kwangsi base of Wuchow, has occurred. The Cantonese are gaining strength in their campaign to wrest Kwangsi altogether from the remnants of the Kwangsi military group but Swatow is still held by that section of the Cantonese troops loyal to the Kwangsi faction.

Yu Tso-peh

A Reuter cable from Nanking states that the State Council of the National Government has appointed Yu Tso-peh (Yu Tsok-pak) to command the Kwangtung forces operating against Kwangsi and, concurrently, to be Chairman of the Provincial Government of

Things That Matter

To-day's Diary

Second Sunday after Trinity.

Mohammedan New Year (Anno Hijra 1348) commences.

Y.M.C.A., Kowloon—Quiet Hour, 9 p.m.—The Rev. Horace J. Johnston.

Queen's Theatre, "Brotherly Love," and Sam Ku West.

World Theatre, "The Lone Wolf Returns."

Star Theatre, "The Missing Link."

Majestic Theatre, "A Kiss for Cinderella."

Lighting-up Time.—7.06 p.m.

Tides.—High, 9.41 a.m.; Low, 3.20 a.m. and 5.25 p.m.

To-day's Weather

S. W. winds, moderate; cloudy, showery.

The Dollar

The closing rate of the dollar on demand yesterday was 1/10 7/16.

Kwangsi. Mr. Yu took a rather prominent part in the "negotiation"—if not in the fighting—which led to Wuchow being gained by the Kwangsi troops who surrendered to Chiang Kai-shek in Hupeh and were sent by sea to Canton to assist in the campaign against these troops' former masters, the old Kwangsi military group.

Chow Hsi-chen

Reuter's cable adds that General Chow Hsi-chen (Chow Sai-sing), has been dismissed by the State Council from the Chairmanship of the Provincial Government of Kweichow, for conspiracy against the National Government. General Chow sided with the Kwangsi faction in the war, it will be recalled.

Swatow Stalemate

Swatow, Yesterday. No further reports of military activities in the upper valley of the Han River have come to hand. It is understood that pro-Kwangsi forces in east Kwangtung have prepared a defence system against the projected attack of pro-Canton troops under Chiang Kwang-nai and Choi Ting-kai, division commanders hitherto under General Chan Ming-shu, but, as yet, no action has been taken by pro-Canton forces against Swatow.

Documents Removed

Latest information hints that the leaders of the pro-Kwangsi forces in the east of Kwangtung have completed arrangements with pro-Canton officials in Canton to allow the pro-Kwangsi troops to evacuate Swatow and Han River districts without restraint. It is believed that the pro-Kwangsi troops will withdraw to Hingning, in north-west Kwangtung.

Following this reported arrangement, the pro-Kwangsi authorities at Swatow are removing a large

(Continued at foot of Next Column.)

VISIT TO THE KING

LABOUR CABINET AT WINDSOR

SCENES EN ROUTE

Crowd Shout "Good Old Ramsay"

HIS MAJESTY "LOOKS WELL"

The second Labour Cabinet made a journey to Windsor Castle yesterday to receive the seals of office from His Majesty the King. Interesting incidents of the journey are narrated. Mr. Ramsay MacDonald brought away a cheerful impression of the King's personal appearance. Press comments on the new Cabinet are encouraging.

"MAGGIE" BONDFIELD

London, Yesterday.

Though the time of departure of the special train taking the Cabinet members to Windsor to receive the seals of office was not announced, in order to avoid scenes not in keeping with the dignity of the occasion, passengers who were crowding around the train at the opposite platform at Paddington recognised Mr. Ramsay MacDonald and his colleagues, all in top hats and morning dress.

Several passengers shouted "Good Old Ramsay."

A relief to the ceremonial male

number of important documents.—Nan Chung Kuo News Service.

Those "Resignations"

Canton, Yesterday.

The present authorities in Canton, being supporters of Marshal Chiang Kai-shek, are determined to dissuade him from resigning the Kuomintang leadership. The other day, a coolie, instructed by an unknown person, submitted a message to a local telegraph office with the regulated fees, the message being addressed to Chiang Kai-shek at Nanking, commending his offer to resign.

On the face of it, there was nothing illegal about it. On a censor reading the message, however, the coolie was questioned.

Sender Unknown

The coolie explained that he was entirely ignorant of the contents of the message and that he had simply carried it in order to earn a few coppers. The sender of the message did not give the genuine address, it is said.

On the other hand, all messages requesting Chiang Kai-shek to remain, purporting to be signed by a public organisation, will be dispatched by a sub-committee of the Kuomintang, free of charge.—Nan Chung Kuo News Service.

[Note: No further notice need be taken, for the present, of those pious, but obvious "intentions to resign" broadcast by Chiang Kai-shek, Peng Yu-hsiung and Yen Hsi-shan, who will all stay as long as they can.]

Financial Problem

Canton, Yesterday. The Canton Provincial Government is considering the advisability of floating a public loan of \$10,000,000 for the purpose of rehabilitating notes of the Central Bank of China in Canton.

It is said that the Central Bank has in reserve about \$9,000,000 in silver at present, but this amount is not deemed sufficient to warrant the re-opening of the redemption department of the bank. More than \$30,000,000 worth of notes are believed to have been issued and in circulation on the market.—Nan Chung Kuo News Service.

Mr. T. V. Soong

In connection with the foregoing, it should be noted that Mr. T. V. Soong (Minister of Finance in the National Government) has denied the contemplation of a loan in Canton.

Mr. Soong arrived in Hong Kong at about midnight on Friday night, accompanied by a number of officials and two American financial experts. He is to stay in Hong Kong a few days and will then be in Canton for about three weeks to attend to financial questions of the two Kwang provinces.

The above message, coming from a source which has shown itself to be, at times, critical of Marshal Chiang Kai-shek and therefore of the present Canton administration, is given for what it is worth and with the reservation stipulated.

attire was afforded by Miss "Maggie" Bondfield, the first woman member of a Cabinet. She wore a bright velvet hat, white blouse, black costume, and a long black coat. She received the warmest reception from the crowd and shook hands with her colleagues in the train.

She was persuaded to come out and pose for a battery of camera men.

The Cabinet members arrived at Windsor at eleven o'clock in the morning. They took carriages similar to the out-going Ministers yesterday with postillions and footmen.

The people who were gathered at the foot of Castle Hill cheered the party, who returned to London an hour later.

Mr. Ramsay MacDonald, interviewed by Reuter, said:—

"My colleagues and myself were most delighted to find the King looking as well, and to see how magnificently he was able to go through the ceremony without any suggestion of a strain."

It is understood that Mr. Stanley Baldwin is submitting a short resignation Honours List to the King in a few days.

Press Views

A benevolent tone to the new Cabinet is reflected almost unanimously by the morning papers, the comment dwelling with particular satisfaction on the exclusion of the Left Wing of the Labourites.

"The Times" says:—

"The Cabinet is the best that could be designed to carry out the unprovocative policy which apparently marks the beginning of a new regime."

"Daily Chronicle":

"It is a most interesting and carefully balanced Cabinet."

"Daily Telegraph":

"This Government of moderates and gradualists need not inspire any alarm."

"Daily Mail":

"The Government will last much longer than some of the prophets imagine."

"Daily Herald":

"It is a fine body of capable legislators and is a conclusive answer to the question: 'Is Labour fit to govern?'—Reuter.

BANDITS BUSY

Capture of Six Foreigners

C.I.M. MISSIONARIES

Hankow, Yesterday.

The China Inland Mission here has received word from Shensi, in South-East Honan, stating that Mr. and Mrs. Ernest Weller, Mr. and Mrs. John Walker and child, and Miss Brook have been captured by bandits.—Reuter.

WORLD COURT

Dr. C. H. Wang on Way to Attend

Shanghai, Yesterday.

Dr. Wang Chung-hui (Minister of Justice in the National Government) sailed this morning aboard the "Empress of France." He is going to The Hague, via America, to attend the forthcoming session of the World Court and expects to return to China in about four months.—Reuter.

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2.00 p.m. "SUI AN" (Sundays Excepted)

EXCURSIONS TO MACAO.

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HOME SPORT.

BRITISH GOLF

Not for many years has British golf been so uplifted as it has been during the last week (says a writer in a Home paper of May 4), and a new note of hope will be carried over from Moortown to Muirfield. Since the war we have had the pleasure of witnessing many stirring Championships, and the portents are that Muirfield will provide another great and enthralling page to add to the history of the game. A British victory worthy won against the cream—with one exception—of our overseas challengers is a consummation greatly to be desired, and even our American friends, while determined to carry the trophy on another trip across the Atlantic, would probably agree that in the interests of international rivalry that would be a result that would in the end make for even greater interest in the meetings between the two countries. Such a possibility seems less remote than it did ten days ago. Surely that finely won victory in the Ryder Cup must be of some moral value when the curtain lifts on Monday. The Americans had no excuse, and like the good sportsmen they are, offered none. They came bristling of confidence for their task after a winter of preparation; every man was fighting fit; they knew the course as well as did their opponents; the weather was, on the whole, excellent; and they played golf that was really good, worthy of themselves and of the occasion.

The Value of the Victory

That the British team could rise to even greater heights emphasises the value of their victory. A few over-indifferent opponents would have been successful at all. A week before the match, Duncan wrote: "Honestly, I think we can beat the Americans if we put our backs into the job." They did, fighting with a true spirit of determination that was in the best British traditions. That same determination should not elude them now. In the past seven or eight years the sweeping flood of American success has led to frequent analysis of the play of our leading golfers. First of all in the year were most keen at Sandwich we consistent ability in rolling two shots into one in the vicinity of the flag; then the shot up to the green as played by Jones seemed to be more accurate than anything we could produce; and all the time putting has been our bane.

Boxing Control

The Boxing Board of Control have made their first move by naming their acknowledged Scottish champions. These include three Edinburgh men in John Smith (bantam), George McKenzie (light), and Alie Ireland (middle). The recognised holders in all the other weights are Glasgow men, and their claims are all as sound as those of John Smith. As regards the light and middle titles there may be some difference of opinion. Johnny Brown and Steve McCall had a couple of fights for the Scottish middle-weight title, and McCall, who was the winner on each occasion, will lose no



NEVER SEEN IN HONG KONG!—At the British open golf championship final, at Muirfield, near Edinburgh, which was won by Walter Hagen, U.S.A., for the fourth time. Above is an unusual picture on a golf course, showing the anxious crowd studying the score board anxiously.—(Sport and General).

SOCIAL GOSSIP

To those who knew little Zilla heartfelt sympathy will go out to Mr. and Mrs. Cornaby and Peter in the loss of their dear one who passed away at Bournemouth on June 3 at the age of five years. A sweeter child it was not possible to meet; she was loved by all for her pretty little ways and if it is possible in one so young was unselfish quite a little mother to those younger than herself.

His Excellency the Governor has appointed Mr. Michael James Brown to act as Colonial Treasury Officer of Stamp Revenue, and Assessor of Rates, and to be Commissioner to carry out the provisions of the Estate Duty Ordinance, 1915, during the absence of Mr. C. McL. Messer, O.B.E., or until further orders, with effect from June 5.

His Excellency the Governor has appointed Major Christopher Wilson, O.B.E., V.D., to act as Superintendent of Prisons in addition to his other duties during the absence on leave of Captain Hugh Fitzherbert Blakham, until further notice, with effect from June 5.

Dr. Malcolm Sargent, who has rejected a 27,000-a-year offer to play in a London cinema because "this would not satisfy his musical appetite," is a serious-looking young man in the early thirties with a bluish chin and a sense of humour. He acted as musical director for the Gilbert and Sullivan opera season in 1926 and lives in Rutland.

Mr. Godfrey Tearle, who has been seen in London too little lately, was born in New York in 1864 of a British-American family, connected for generations with the stage. Tall, burly, and handsome, he is usually cast for "cave man" parts but has had a distinguished career in Shakespeare, Sheridan, and Barrie plays. He smokes a large pipe, is very modest, and is fond of golf.

The Duke of Devonshire is the ninth of the Cavendishes to hold the title created by William II. in 1604 as a reward to an influential and faithful adherent. He is 61 years of age and married in 1892. The Duchess of Devonshire, besides being Mistress of the Robes to the Queen, has the picturesque title of Dame of Justice of St. John of Jerusalem.

Mr. E. Roselyn Mitchell, Socialist M.P. for Paisley, retired at the general election, owing to his duties as a solicitor preventing him from giving full time to his parliamentary duties. He defeated Mr. Asquith (Lab.) at East of Oxford and Asquith in 1924, and broke Paisley's continuous Liberal record from 1882. Mr. Roselyn Mitchell's striking speeches against the new Prayer Book measure in December 1927 and again last June contributed largely to its defeat.

Mr. Maurice Ingram, the new Counsellor to the British Legation, has arrived in Peking, travelling overland from Japan via Mukden.

Mrs. Alice Tweedie, who is well-known in Peking, gave some luncheon parties at her flat in Devonshire House, London, recently. Her guests included the Japanese Ambassador, the Siamese Minister, and Sir Denison and Lady Ross.

Mr. and Mrs. Emil S. Fischer of Tientsin gave a dinner party to a number of intimate friends in their home, at which the engagement of Miss Riva Alperovich to Mr. A. Gold of New York was announced by the host.

Judge M. D. Purdy, accompanied by his secretary, Miss Tuttleman, and Messrs. F. J. Schulz and C. S. Franklin, have gone to Tientsin to attend cases there under American jurisdiction. Dr. Sellett, U.S. District Attorney, left and Mr. T. R. Porter, U.S. Marshal, and Mrs. Porter, court reporter, followed.

Ludmila Medlenka sued Arthur Medlenka for divorce in the American Court, Shanghai, charging desertion. They were married in 1922, according to petitioner. No answer to the petition was filed and Judge Purdy granted an interlocutory decree.

Mr. Frederick Lonsdale, the author of "Aren't We All?" is one of the most charming men in London. Success has left him completely unspoiled. He has a lean, lined face, a host of friends, and a store of excellent anecdotes. Incidentally, he is so indifferent to first-night applause that he left for Jersey.

Mr. Vaughan, the head master of Rugby, whose wedding brought him presents from old boys all over the world, is (quite unofficially) known as the Bodger by the Rugby boys. This is a title, however, which is worn by all Rugby head masters. Dr. Herbert James, Companion of Honour, the veteran President of St. John's College, Oxford, also has the distinction of being the Bodger. How the title originated at either place is unknown.

The Duchess of Roxburghe, who recently arrived in the United States on a visit connected with the estate of her mother, Mrs. Golet, who died recently, had both portholes of her cabin knocked in by the sea during a tempestuous voyage across the Atlantic. Mrs. Golet was the sister of Mrs. Cornelius Vanderbilt, who used to entertain extensively at Brook House, Park Lane, every winter. Two-thirds of her very considerable wealth has been inherited by the Duchess of Roxburghe, who was already a very wealthy woman.

time in throwing down the gauntlet to Ireland. George McKenzie, who has been out of the ring for a long time, is lucky to be nominated as lightweight champion, a title he may stick to for a while, as there are really no class men of that weight in Scotland.

Selectors' Nightmare

While professional footballers are haggling over their summer wages, and the Arsenal are turning down, and for all the proposition that their ground should be used in the close season as a dirt-track, the selectors are faced with a serious problem. They have to choose a representative team to tour the Continent, and their task is no easy one. Already a team has to go to South Africa and another to Canada, and many professionals take on other jobs, as cricket; so a shortage of talent may be expected. Club managers are not all too keen on their men touring during the summer, for, although the selection adds to a player's market value, staidness is a problem always to be contended with. This is naturally an important point to be considered if the player is to be retained, and the danger of it setting in is always present if a man plays summer and winter.

Lawn Tennis

Stanley N. Doust writes in a Home paper: There is a gleam of hope that Mrs. L. A. Godfree, the ex-woman lawn tennis champion, may after all play in the singles at Wimbledon. Mrs. Godfree acting on the instructions of her medical adviser, has abandoned the idea of playing in any of the singles preceding Wimbledon. The strain would be too great and would probably make her unfit even to play in the doubles. But Mrs. Godfree informed me that if she feels perfectly well by the time the championships begin on June 25 she might be tempted to play in the singles. Mrs. Godfree more than any other British player has a very good chance of beating Miss Helen Wills and Senorita de Alvarez. She first won the title at Wimbledon in 1924 when she beat Miss Wills in a very close match, after losing the first set and being 4 games to 1 and 40-15 down in the second set. In 1926 she beat Senorita de Alvarez in the final. Miss Wills confessed to me last year that she feared Mrs. Godfree most of all. It is therefore hoped that the latter will be "perfectly fit" by June for her own sake and for the sake of the prestige of British lawn tennis.

Joan Fry Revives

The tournament also revived the enthusiasm about Miss Joan Fry which was missing last year when her form suffered an unexplainable lapse. In the recent games, however, she won everything she could—the singles, the doubles and the mixed doubles—and her play recalled to mind the remarkable performance she put up against Suzanne a few seasons ago at Wimbledon. She and others are looking forward to meeting Miss A. de Smit, the South African girl, who is coming to Wimbledon and of whom such good accounts are reaching this country.

Viscount Finlay's death recalls the circumstances in which Sir Edward Clarke, Q.C., refused the Solicitor-Generalship in Lord Salisbury's Administration. A previous Liberal Government had abrogated the privilege which the law officers once enjoyed of combining private practice with official duties. Sir Edward made it a condition of his accepting the position that the privilege should be restored. Lord Salisbury was indisposed to make the change, and Mr. Finlay, Q.C., became "Mr. Solicitor." Sir Edward Clarke makes his autobiography, "The country lost nothing by my refusal of the office. It gained the services of one of the ablest men I have ever known, a sound lawyer, shrewd in judgment and clear in argument, of instinctive honesty in purpose and in deed."

The marriage of Miss Ruth Adair Alexander of Yenching to Mr. Walter Sterling Price of the American Legation was solemnised at St. Joseph's Church, Peking, Father O'Connell officiating. Miss Nita Cherry of Yenching acted as bridesmaid and Mr. Alvin G. Bandy, of the legation, as best man. The bride wore a gown of pale yellow georgette over white satin, with a tulle veil and carried a sheaf of Easter lilies. Miss Cherry wore a frock of blue charmeuse with a metallic lace hat and carried yellow roses. The bride, who is the daughter of Mr. and Mrs. Robert S. Alexander of Blue Mount, Kansas, has made her home in China for the past eight months. She is a graduate of the law school of New York University. Mr. Price recently became associated with the chancery of the American Legation. He is a former resident of Denver, Colorado.

All Austria has been deeply moved by the triple tragedy of the beautiful actress, Helen Resch, her two-year-old son and her mother, all of whom were found dead on March 14 from asphyxiation. Unrequited love for Prince Ernest Windisch-Graetz, a grandson of the late Emperor Franz Josef, was the apparent cause.

"Bury me with the photographs of my two great treasures, my lover Ernest and my baby son, Franz Josef," said a note left by the 20-year-old actress, whose beauty made her the toast of the city when she starred recently in an opera. The Prince Ernest is 24 years old and is a son of the Archduchess Elizabeth Maria, only daughter of the late Emperor. It is stated that the couple had been living together for three years. However, it was reported that the Prince had become betrothed to a wealthy aristocratic heiress. Francis Resch appeared as usual at the performance on March 18, returning home at midnight. It was learned that she had telephoned to the Prince that she, her mother and her child had been threatened with eviction from their flat unless the rent was paid. She also reproached him for his coolness and alleged disloyalty. Then she penned her farewell note to him. "I gave you my soul, my honour and my life," said the message. "Now you appear to love another, so I am leaving life's stage for ever. I have danced my last dance and sung my last song."



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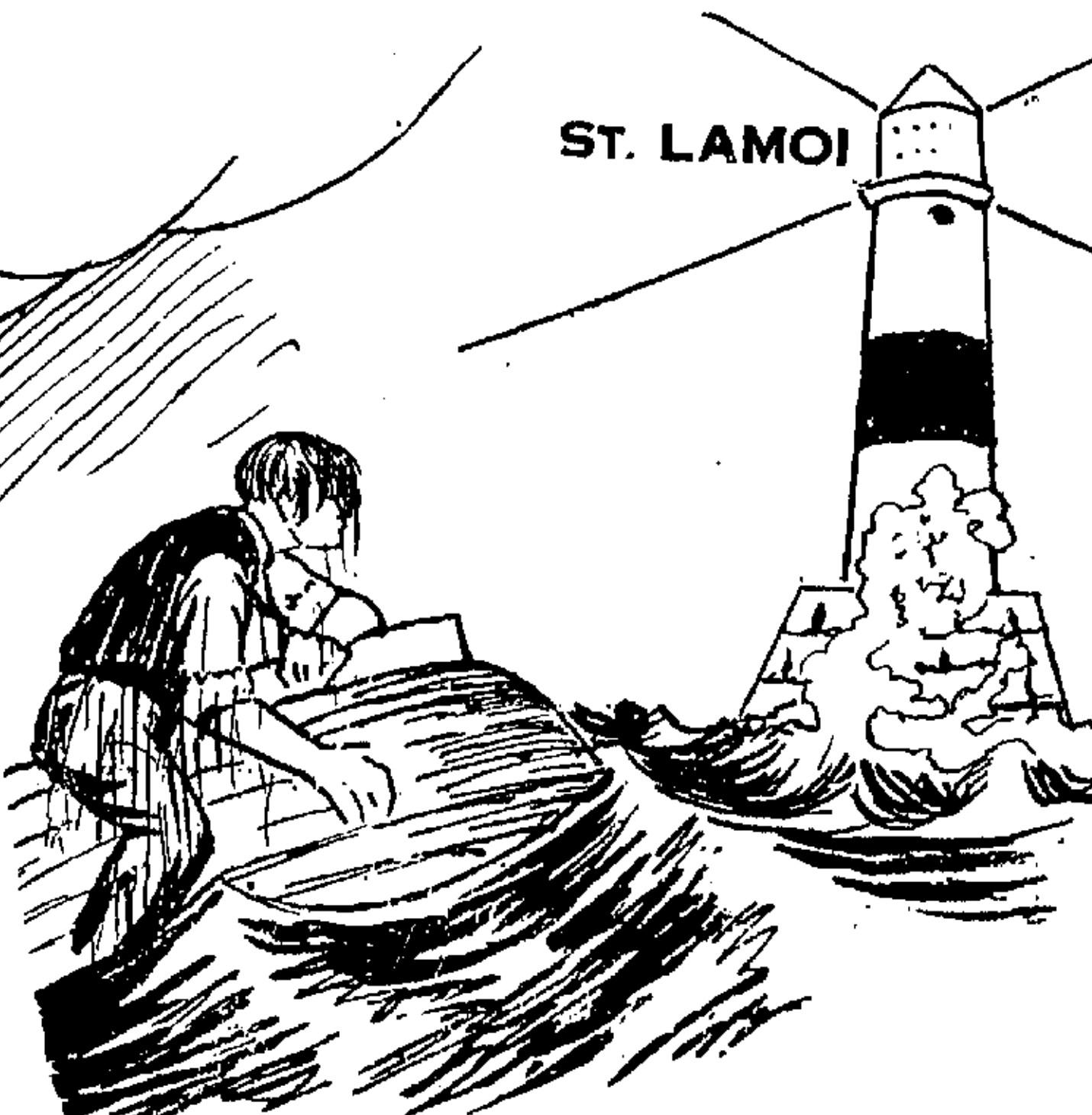
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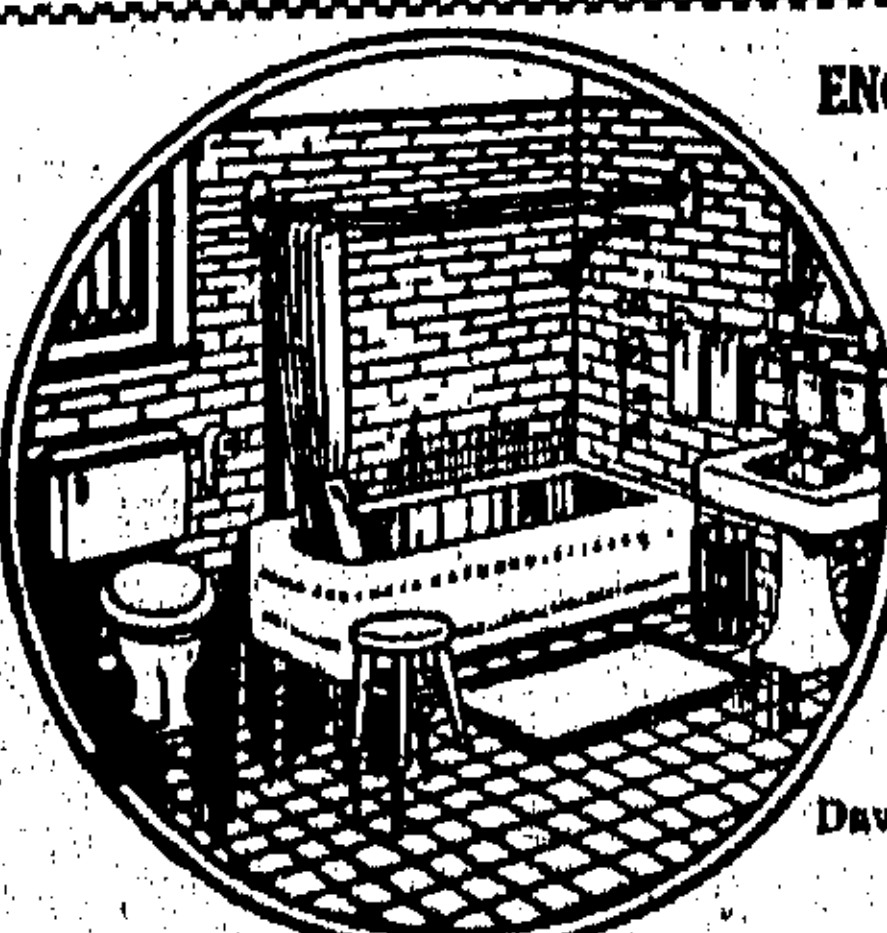
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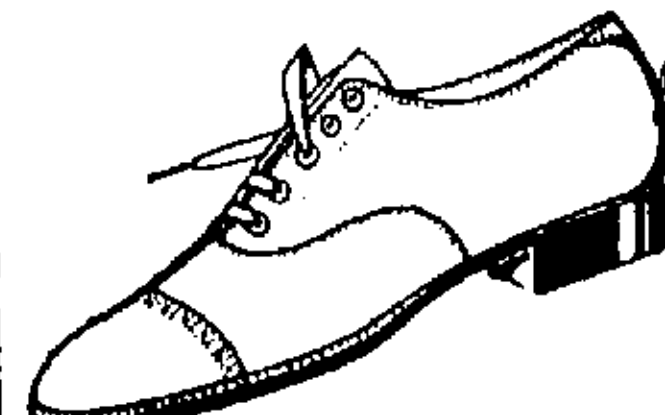
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POLICE CIRCUS VIRTUE IN BLIND EYE

"PETTIFOGGING" ACTION CRITICISED

We have always been firm supporters of the Police in the legitimate exercise of their functions, but when they descend to staging a circus like the one they staged outside the entrance of 151 C Bubbling Well in the small hours of last Sunday morning, wasting their own time and the time of a number of harmless, quiet, and law-abiding persons, we are afraid that if this is the spirit which the Police are going to adopt towards folks who are minding their own business that we, as a public mirror of common sense in the give and take of life here, may have to adopt a similarly critical attitude towards the Police—and the doing of that would work much more harm than their recent pettifoggery action can possibly work good.

Let the Police remember an incident in history when a world figure put the telescope to his blind eye! There is virtue in the blind eye at times, and the whole circumstances connected with 151 C Bubbling Well are an example for the exercise of this common sense attribute of men of the world, and the Police know this as well as we do.

Roulette

And what are the circumstances? Simply these:—At 151 C Bubbling Well there is alleged to be a private flat owned by citizens of Mexico where a roulette wheel runs for the amusement of such friends and acquaintances of the proprietor as he chooses to invite to and allow access to his premises.

The spinning of a roulette wheel is not a wicked or a wrong action and is based upon the most meticulous regard for private honour and fair dealing all round. The conduct of the proceedings also is based upon a most meticulous regard for the usages of polite society, and anyone contravening these in the slightest degree finds himself denied any further privileges of entrance to this circle of his friends and acquaintances.

There is nothing of any sort or description connected with the conduct of 151 C Bubbling Well which can be taken exception to by anyone who has been brought up by the instincts of a gentleman, and the harrying and pettifoggery victimisation of this place has been instituted by those who are lacking in certain instincts. This is not merely our own opinion but is supported by that of many high naval, military, and civil officers holding the commissions of H.M. The King, The President of the U.S.A., and other foreign Governments. We say this advisedly.

Not Improper

No one considers it improper to attend the gaming tables at Monte Carlo, at Deauville, and many other well known places, or the pari-mutuel counters of the Shanghai Race Club in Bubbling Well-road, if we need an example very close at hand. Nor is it improper to do so.

Why is it wicked to attend an exceedingly well conducted roulette table a little further up the street to which access is strictly limited, and where guests are shroffed over with the greatest care?

It is not wicked of course, and only fools will presume to dictate as to the way individuals choose to spend their time when they are neither harming nor annoying anyone else in the whole wide world.

Let us analyse the actual incident of last week-end.

The Police are well aware that many ladies and gentlemen are in the habit of resorting to 151 C Bubbling Well, and they are also well aware that it is so quietly and respectably conducted that they have never had to station a single constable in its vicinity for the preservation of what is called "Law and Order."

They also know that the ladies and gentlemen who may happen to go there are all perfectly well able to take care of themselves, and are well able to afford to stake according to their fancies.

Mind Their Own Business

In short, that those frequenting 151 C Bubbling Well are quiet law-abiding respectable citizens who do no harm to anyone by going there, and who mind their own business.

Knowing all this and in response to an anonymous letter in the "North China Daily News" which "Alice, the Editor" was, as usual, minded enough to publish without making the writer disclose his identity, what did the Police do?

"Alice" crows about it in his paper on Monday morning, thus:

"The affair was carried out much after the lines suggested by 'Action' in his letter, which appeared in the correspondence columns of the 'North China Daily News' in the Saturday

("N. C. D. News, May 27, 1929.)

They descend in force upon the place as if it was a nest of armed robbers and kidnappers and criminals, their Acting-Commissioner being accompanied by superintendents, inspectors, sergeants, and constables armed to the teeth, with such war-like accessories as barbed wire entanglements, searchlights, machine guns, revolvers, "Red Maria's," commissariat waggons, plus a "Hong List" and a supply of Ever-sharp pencils!

How ludicrous, and how utterly futile and silly!

Ridiculous Stunt

Their quarry was a number of inoffensive ladies and gentlemen in evening dress who had been dancing and possibly losing or winning some dollars on the spinning of an ivory ball. These persons were harming or annoying—NO-ONE, no-one at all, and the Police must needs stage this ridiculous stunt which was the most utter waste of time and effort for everyone concerned.

Technically, they were not even sure that the individuals whose names and addresses they demanded had even attended a roulette wheel, or had even staked upon it.

In short, if there was any contravention of ordinary usage, it was on the part of the Police and not on the part of the Public. On this occasion, in so far as the Police deliberately molested the Public and detained them upon their lawful occasions against their will.

The Police had no excuse for erecting their silly barbed wire entanglements which was more the act of a pack of mischievous minded school boys, than the act of responsible authority in such circumstances.

Awesome Spectacle

To the men present it appeared as what it should have done, namely, a huge joke,—but to many of the women there whose sense of humour is not masculine, it appeared an awesome spectacle, in addition to an annoying thing by arming their gowns and cloaks.

If the Police had no actual business in hand last Saturday evening such as the detection or prevention of real crime, then it would have been better for them to have seized upon their leisure for their own rest and recreation, instead of manufacturing an occasion for the unnecessary display of the force that is rightly at their disposal in their continual warfare with the criminal population.

But to bring out all this paraphernalia simply to embarrass a number of inoffensive ladies and gentlemen on a Saturday evening's legitimate amusement is an instance of "swank" and "throwing their weight about" on the part of the high command that makes it look extremely silly to common sense men of the world.

Police Antics

Our advice to those who enjoy the diversion of roulette 's not to allow themselves to be in any way incommode by police antics, but to remember they are doing nothing they have the least reason to be ashamed of, and are harming no one. Do not allow yourselves to feel angry with the Police when the spirit moves them to be publicly silly, and always remember they are just as liable to the faults and failings of our common human nature as everyone else.

After the Police have staged one or two more circuses of this nature, they are sure to come to their senses and grasp the great fact that their essential business is not concerned with harrying their friends, but with chasing our common enemies, the criminal classes.

Some Advice

And to the Police, we would say this,—reasonable and considerate minded men realise the great difficulties under which the Force functions in Shanghai, and because this is a cosmopolitan community of all nations your attitude should be cosmopolitan too, in accordance with the facts of the situation.

We ourselves endeavour to adopt this attitude of mind in regard to the side-slips that are bound to occur in the day by day life of the force. We refrain from commenting on these believing that the Police force is entitled to be regarded as jealous of its own honour, and quite capable of regulating its inner mishaps without the glare of an unnecessary publicity. Early last Sunday morning, for example, there was an instance of the most pitiless inhumanity which a natural anger, pain, and annoyance was not even sufficient excuse for in the way in which punishment was inflicted. We refrain from any further comment on such an instance because we are all very human and liable to slip up in the anger and excitement of the moment.

And since it is so, we hope the Police will likewise recognise this aspect in relation to inoffensive people who choose to amuse themselves in this or that way without harming anyone else.

Live and Let Live

"Live and let live" is the spirit we would invite the Police to cultivate in regard to this passing excitement about "gambling."

Let them send men to see that other roulette wheels than those at 151 C Bubbling Well are run on the square, for there is no question whatever as to the strict and meticulous propriety of this particular one.

And, if they are satisfied that things are straight and on the square, then let them adopt the Nelson attitude and turn a blind eye to the foibles of human nature so long as everything is conducted in a quiet and orderly manner.

And if they adopt this common sense attitude, other people are only too ready to adopt a common sense attitude towards the Force, on such occasions as human nature slips up and does things it is sorry for afterwards.

One for the Council!

As for the Council, a body of men who can dip their hands deep into public funds and pay Mr. A. C. Clear Tls. 61,000 for eighteen months work in the name of "Economy"—being Tls. 2,000 a

PRAYERS FOR RAIN

There will be a special supplication service at the Roman Catholic Cathedral this afternoon at 4 o'clock owing to the water shortage. All are invited to attend.

The service will begin with the Recitation of the Rosary, to be followed by the Litany of the Saints, a Procession of Penance by the clergy, and prayers appropriate for the invocation of rain.

month for 18 months—(Tls. 36,000), plus a Bonus of Tls. 25,000 at the conclusion—Tls. 61,000 in all,—well, one really cannot have any respect for such a scandalous mis-use of their position.

And, in conclusion, we beg to state that this paper is not in the pay of those who conduct roulette wheels and has never received a cent from such, nor will it, as some murky minded men may imagine.

Hypocrisy and Cant.

We say that public morality is best forwarded by recognising certain basic facts about human nature, one of which is that many human beings like to gamble in one way or another, and that to harry and worry a well conducted roulette wheel which is one of the fairest and best forms of gambling in the world, and, at the same time, to allow organised public gambling on the pari-mutuel system at the Race clubs, is an act of hypocrisy, of cant, and of civic dishonesty.

It is unfair and discriminative on the face of it, and conduces to teach the people murky minded methods of thinking.

A man conducting a roulette wheel in a careful and proper manner is entitled to protection, and not victimisation, which, hitherto, has been the portion of 151 C,—and it is high time this mean spirited and meanly conceived victimisation definitely ceased.

It is in the interests of real public morality that it should cease, and we urge the exercise of human common sense in relation to it.—The Showdown, June 1.

Among local residents who sailed for Home on the P. & O. s.s. "Delta" yesterday was Mr. W. H. Noonan, of the Prison Department, who is going on furlough.

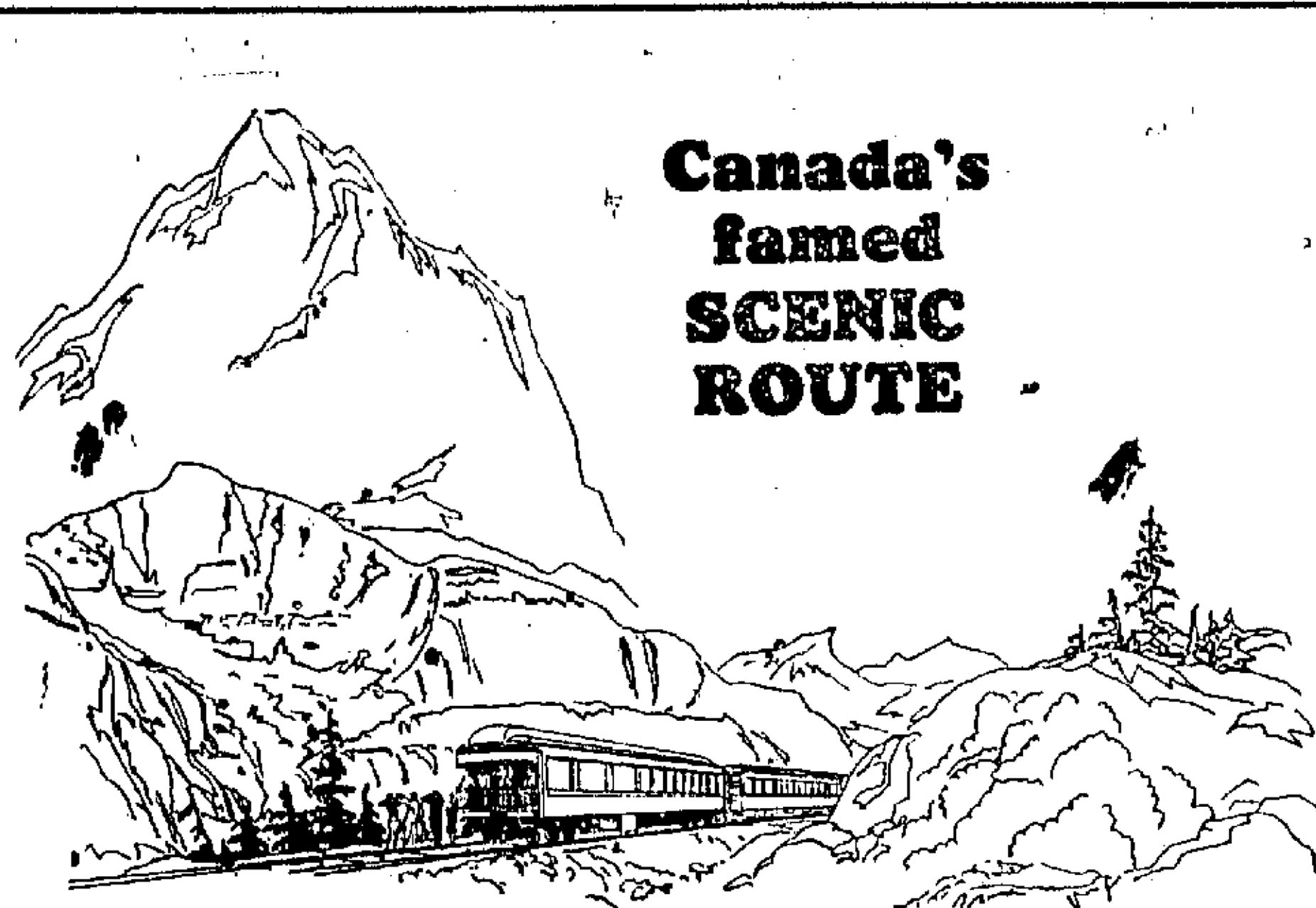
Mr. R. Elvidge, boarding officer, Harbour Department, accompanied by Mrs. Elvidge and their daughter and two sons sailed for Home on the P. & O. s.s. "Delta" yesterday.

Mr. J. Smith, assistant mechanical engineer, Kowloon-Canton Railway and adviser to the Hong Kong Automobile Association, went on leave yesterday, sailing for Home on the P. & O. s.s. "Delta."

The St. Andrew's Church Branch of the Scripture Union will meet tomorrow, at 6 p.m., in the Church Hall, when the speaker will be the Rev. C. B. Shann, M.A.

To break through a shop window protected by iron bars, a band of Cologne thieves used a windlass and so bent the bars sufficiently to admit one of them. They stole goods worth 2400.

Typhoid has broken out in two villages near Volkingen, in the Saar, and thirty cases have been notified, but there have been no deaths. The outbreak is believed to be due to infected water.



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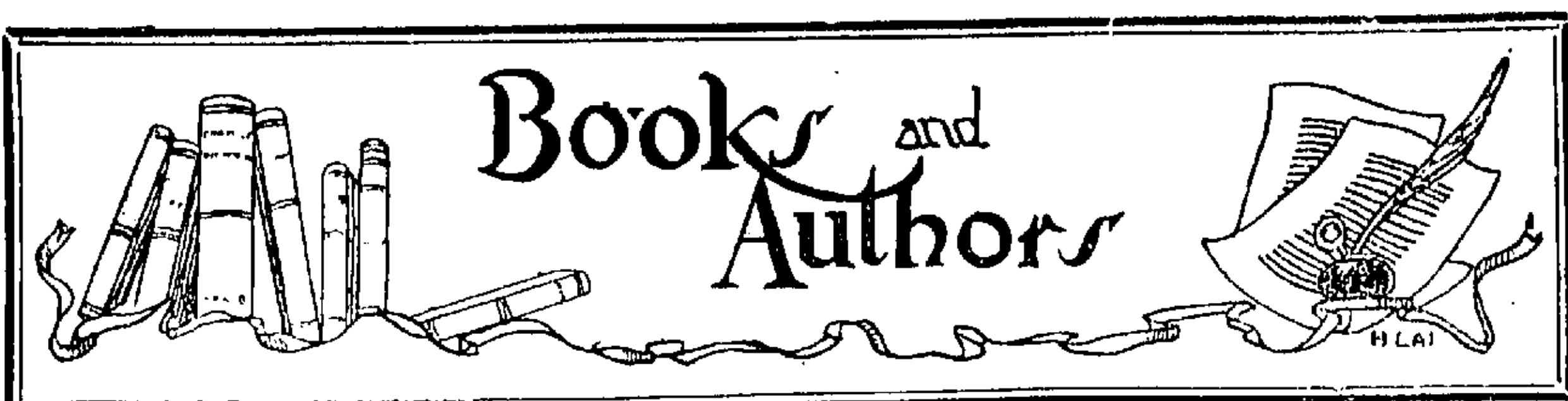
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"HERALD" REVIEWS

EDGAR WALLACE YET AGAIN!

["Again the Ringer," by Edgar Wallace, Hodder & Stoughton, 3. 6.]

Those who are already acquainted with that elusive and almost benign criminal "The Ringer," his wife, his "Sportsman" opponent Detective Inspector Bliss, and the luckless and foolish Inspector Mander will need no recommendation to induce them to buy this book.

To write a short story is a difficult art but Mr. Wallace is a skilful craftsman. Here is abundance of good material, and the variety of subject and treatment provides an excellent afternoon's entertainment. Murder, robbery, forgery, all offer problems for the reader's ingenuity. Perhaps the best fun of all is the last story "A Yard Man Kidnapped" in which the stupid and pompous Mander is put by the "Ringer" in what that witty person (not too unjustly) considers his own place.

A RARE TYPE OF NOVEL

["The Crime of Lady Cresswell," by E. F. Spence, K.C. (E.F.S.), Ernest Benn Limited, 8. 6.]

It is quite a change these days to pick up a book that is neither the complete thriller nor the complete love story, and in his "Crime of Lady Cresswell" Mr. Spence has given us one of this unfortunately rare type.

The story itself may not be considered absolutely original, the beauty depending upon the treatment accorded it.

Herbert Barnwell, whose biography is given in the first few chapters meets Lady Cresswell, the young and very beautiful wife of a successful doctor, and the two fall madly in love. Unknown to the husband they live together in a flat and finally Lady Cresswell kills Sir William, whose death is put down to cardiac trouble. The two lovers then marry but a sudden shock turns Lady Cresswell's mind back to her crime and she repents. A religious mania seizes her, and, ignoring her new husband, confesses to the murder, is tried, and sentenced to detention for life. She is quite mad at the end, and it comes as a sense of relief to read that an accident to the car taking her to the house of detention results in her death.

So much for the story, Herbert Barnwell is portrayed as a successful barrister who is rather forced into his adulterous position by the wiles of Lady Cresswell, who

before her accident is a young, passionate creature. She was so young when married that, on meeting the handsome barrister who compared so favourably with her inclined-to-be-bullying husband, she disregarded the sanctity of her marriage and openly set out to entrap Herbert.

The manner in which she sets out to do this is described in language that leaves nothing to the imagination and must be one of the most straightforward pieces written in modern times.

This book dramatised would undoubtedly cause a sensation, and played as it could be done would be a play well worth seeing.

A "THRILLER"

["Heart Cut Diamond," by Sydney Horler, Hodder and Stoughton.]

Clinton Hale, guest of a multi-millionaire, whose yacht is anchored off Cannes, is tired of the artificial life of ease and walks out into the night. His adventures begin when he rescues a British girl from street robbers to find afterward that during the scuffle the unknown has disappeared.

He meets her again in Britain and, as she is obviously in trouble, sets out to help her. This help, freely promised, is rather difficult to make effective, because Mercy Wentworth, as the girl is called, is surrounded by criminals, who object very strongly to outside influences and curiosity, and prefer to use Mercy for their own personal gain.

Everything works out as expected in the end, but not before Clinton Hale has been through sufficient adventures to kill an ordinary man.

These situations, however, are explained by Mr. Horler, who has again shown that as a writer of thrillers he has little to learn.

A BOOK FOR BOYS

["The Thing That Cannot Be Named," by Margaret Peterson, Benn, Ltd., 7. 6.]

This is definitely a book for boys and is a good book for boys. The scene is laid in Africa around the country already made familiar by Rider Haggard, but the country is modernised to a certain extent.

Tony and Bob, school friends, sail for Africa to join Tony's father in an expedition into the heart of Africa. Shortly after the expedition starts the leader is mysteriously killed and the boys suspect A. E. Hopkins, who had joined the party two or three days before. The boys decide to go through with the search for the hidden treasure that was the reason for the expedition.

These situations, however, are explained by Mr. Horler, who has again shown that as a writer of thrillers he has little to learn.

Their adventures, both with A. E. Hopkins and with the natives, are thrilling, and, last but not least, the actual meeting and death of "The Thing That Cannot Be Named," provides a climax that should be exciting enough for any ordinary boy.

A sequel is promised, and if the first book has been read, the second will be looked forward to.

This book will make an excellent birthday present for boys, both young and old.

BOOK COLLECTING

INVESTMENT ON COMMERCIAL LINES

The recent sensational sale of the Jerome Kern library at auction for over G.\$1,700,000 gives book collectors in Britain and America much food for thought, and one may well ask the question whether book collecting—once the fascinating hobby of many—should now be regarded as a financial investment.

That book collecting is now looked upon in a light other than the sense of mere possession is apparent to anyone who has watched the book market closely. Probably the tremendous price realised at the Kern sale has been an incentive to other would-be collectors to do their buying along commercial lines.

This is indeed a bad thing for the genuine collector and for the trade in general. It was not long ago as one remembers, when books were passed off on a few gullible American millionaires at large sums with the assurance that the publications would increase in value. The result was that when the facts were realised the plausible salesman concerned were sent to jail for obtaining money by false pretences.

The number of book collectors in America has considerably increased, and many rare volumes have found a place in the shelves of these professional collectors. To-day one finds most masterpieces of literature—once the pride of Britain—cover the Continent.

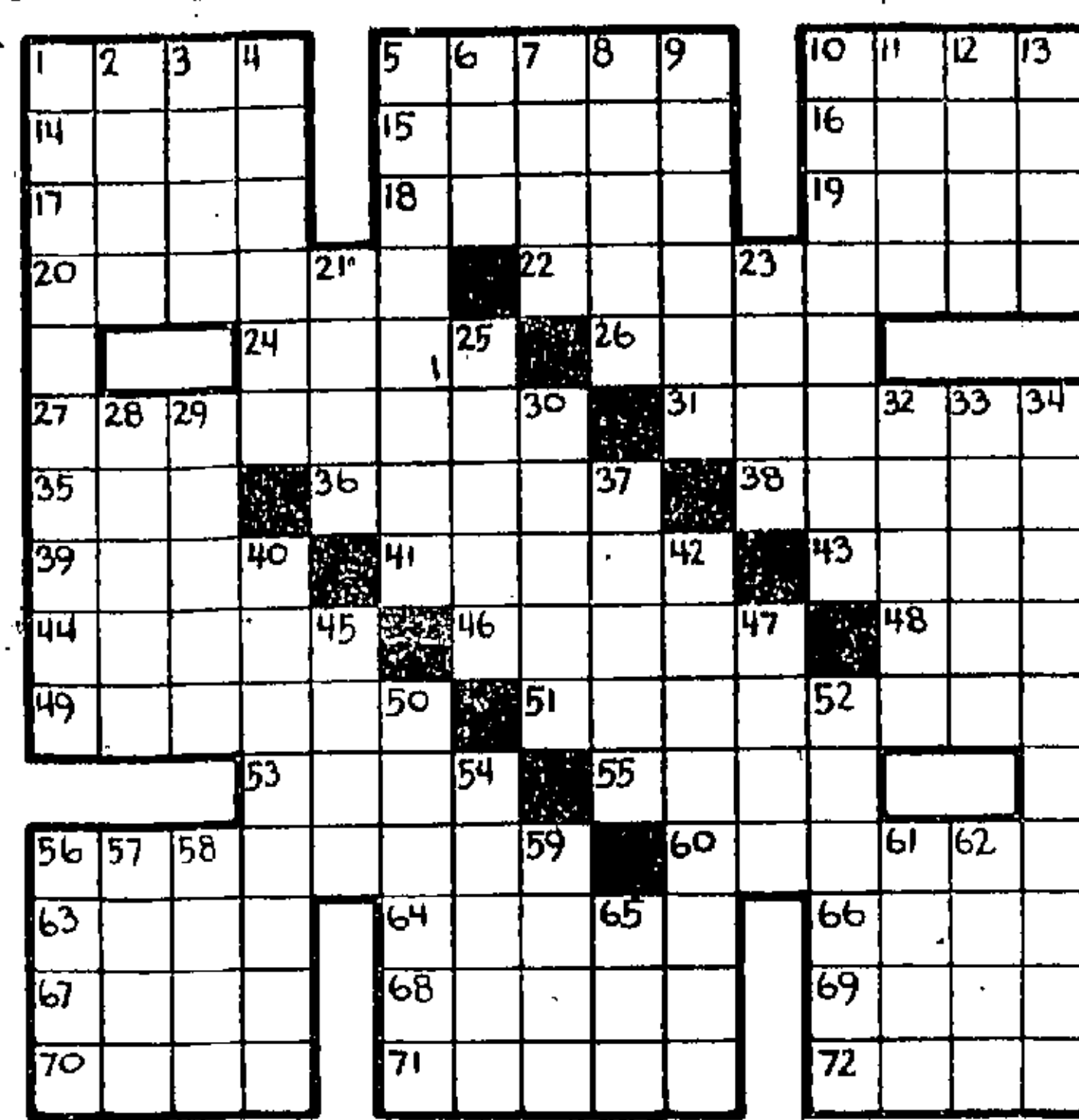
Even Burns' works, Gray's Elegies, first editions of Dickens, Thackeray and Goldsmith are no longer for the collector of moderate means, and the number of this class of books is continually becoming smaller. The genuine collectors are therefore forced to turn—by the fact that money plays such an important part in the book collecting of to-day to authors of less established fame than the Napoleons of literature.

Does It Pay?

One may, therefore, ask whether this form of investment pays. One

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

1-Seedcase
5-Plots
10-Tatters
14-Uproar
16-Kingly
18-Gem
17-Feminine name
18-Ancient nomad
19-Ancient nomad
20-Staining
22-Revealed
24-Floor covering (pl.)
26-Perceived
27-Sliding down hill
31-Depart suddenly
35-The whole
36-Loud abrupt sound
38-Theatrical entertainment
39-Gratuities
41-Cluster
43-Middle name of Earl
44-Happening
46-Having ears
48-Navigation (abbr.)
49-Contradicts
51-Make smart or adorn

HORIZONTAL (Cont.)

53-Member lowest class at West Point and Annapolis
55-Fastidious
56-Makes ready
60-Verb modifications
63-Mystery
64-Asiatic mountains
66-Venture
67-Scent
68-Combining form
70-Church benches
71-German manufacturing city
72-Abjure

VERTICAL (Cont.)

21-Fruit of tree (pl.)
23-Look of malice
25-Nasty breathing
28-Only fruit
29-Varient of "alpine"
30-Former English silver coin
32-Genus of grasses embracing oats
33-Famous French marshal
34-In a contrary manner
37-Italian city
40-Shortlipped scissor
42-Prayer
45-Membrane covering part of brain
47-Gambling cubes
50-Mexican shawl
52-Sold
54-Shipboard divisions of time
56-Stay
57-Rough
58-Enough (poet.)
59-Female saints (abbr.)
61-Preserve
62-Ireland (poet.)
65-High playing card

LAST WEEK'S SOLUTION.

SEPT. SPLIT RIST
ARE LILLAC DUNE
CORRELATES STIR
STRAVES LOSE
V. LIVES RIVER
EDUCER RECALLED
RENTS LIBEL ONE
GADS WIDER SPIN
ELI PANEL SPELT
DEGRADES SOIREE
REAPED HELD D
CASCAR CINDERS
RITE SLANDERING
INERT ANGER VIE
BEOS UTTER KEPT

thing is, however, certain that a man who never bought a book unless he could see himself getting his money back with interest would get precious little pleasure out of life, but quite as much as he would deserve. He had better leave books alone.

There is, as always, the other side of the picture. Unless a collector is wealthy enough to regard his collecting as a pleasant way of dissipating his useless money he cannot afford to ignore altogether the financial side of the hobby.

It cannot be also said that speculative collectors do not run a risk similar to other lines of investments, for in the long run although fashions and occasional freakishness may obscure the fact, only books of intrinsic merit command high prices in the sale room. Also a slump in Wall Street may

turn books into waste papers in a night.

After all is said and done the best policy would be to buy primarily for your own delight, and one day your descendants will bless you for your taste and discrimination.

—C. L. C.

THINGS CANADIAN.

H.R.H. Says "E-P" Ranch is His Real Home where he plans to take his bride "When he Marries."

[Selected by Ralph Cooper.]

Canada is wondering, a bit uneasily, if it will again see a slim figure in somewhat nondescript clothing and a devil-may-care slouch hat digging post holes on the "E-P" Ranch—the Prince of Wales.

For there are many who are convinced that even with the King restored to health the Prince of Wales will deem it wise to take over some of his father's burdens of state, and that this will interfere with those informal Canadian visits.

Meanwhile, still hoping to welcome back its friend the Prince Albert is recalling with warmth in its heart delightfully democratic little incidents of former visits by this young man who some day will be King.

Why Ranch Was Sought

If one were to ask Prof. W. G. Carlyle, manager of the "E-P," why the ranch was bought, he undoubtedly would answer that the Prince desires to improve the strain of livestock in Western Canada by bringing to the 5,000-acre property some of the best of the British-bred.

Then, too, the Prince of Wales, with all his appreciation of his duties and his complete willingness to perform them, loves nothing better than to escape occasionally to this retreat in a "horse country."

To find a "more secluded spot" than the "E-P" ranch, nestling below the Rocky Mountains in the foothills of the Highwood country, would be difficult. It is 65 miles southwest of Calgary, many miles from the rail-road; even automo-

biles have to ford the shallow Pekisko river.

Undivided Attention

When the Prince speaks to any one he gives his undivided attention to that person. He looks straight into the eyes. There is complete interest.

The Prince was talking with the wedding. Thackeray wrote: "By Honorable Dr. Egbert, one of his preferred golfing partners in the West, when Prof. Carlyle came up with a rancher and the latter's son, a boy of 14.

The Prince beckoned them to join his group.

"I wanted my boy to meet you, Prince," the rancher announced. And soon off went the Prince and the lad to see some horses. When they returned the father asked the boy what they had been talking about.

"First about school," the youngster answered. "But that wasn't much. The Prince wanted to know about our horses and whether I did much riding. And he showed me Will Somers."

Will Somers is a thoroughbred stallion owned by King George, and lent to the Prince to start a new strain in Western Canada.

Attends Masonic Meeting

The Prince's consideration is well known. The last time he was in Alberta his published schedule included a train trip from Calgary to the ranch. High River decided to have its branch of the Canadian Legion at the station, and it was hoped H.R.H. would inspect the war veterans.

The Prince, not knowing this, drove from Calgary to the ranch. He learned of the disappointment the change had caused, and at once sent word to High River that if convenient to the war veterans he would go to High River to inspect them the next day, which he did.

He surprised the Masonic Lodge of the same little town one evening when unannounced, he attended a meeting. Arriving on his way from Calgary to the "E-P" Ranch, he mentioned to his party that he had an engagement that evening. Some of them walked with him to the lodge room.

"Here's where I get rid of you," the Prince announced, none of the others being Masons.

The members of the lodge had a flutter of excitement when they learned that His Royal Highness, the Prince of Wales, was seeking admittance.

Digging Post Holes
The Prince's extraordinary vitality and physical energy are daily displayed on the ranch.

"He comes here for a rest," Prof. Carlyle said, "and he tires out everyone trying to keep up with him." Whenever he goes to bed, he is first up.

"What to do to-day?" he asks Carlyle.

It may be haying, or a ride up the Highwood river, or tree-planting—anything suggested is acceptable if there is exercise in it. Nothing pleases the Prince more than pitching hay by the hour. He can tire all but the hardest ranchmen. He has dug holes for scores of trees planted since he got the ranch. He has taken his turn at digging post-holes for the miles of fence.

Fooling a Reporter

A story Prof. Carlyle gets a great kick from concerns an experience with a newspaperman from the United States. There is really only one rule that the Prince wants observed on his visits to Alberta. Reporters and photographers must not come without invitation.

The newspaperman in question felt he could avoid the restrictions, and he had driven from High River. Prof. Carlyle tells what happened.

"On this day His Royal Highness was up early as usual, ahead of me, and I am an early riser," he explained. "When I appeared he said: 'Well, what do I do to-day?'"

"There's no work," I told him. "You'd better ride."

"No," he answered, "I want to do something different. I'll ride later."

"Then I mentioned that I was trying to get the road gravelled. If he wanted to shovel gravel from the creek he could."

"The very thing," he decided. So he called Prince George and they put on long rubber boots and old clothes and got into the creek. All morning they loaded the wagon with gravel.

"They were hard at it when this newspaper chap came walking along. He spoke to the two shovelers and then walked over to me. I explained that he could not interview the Prince, and escorted him back to his car. When I got back to the creek both the Princes were smiling broadly.

"What happened?" I asked. "They explained that the reporter had come over and asked if the Prince was around."

"He's around somewhere, if you can only find him," the Prince of Wales answered. "He was right here a minute ago! And with that he began to shovel gravel harder than ever."

He Rides a "Bad" Horse

On his first visit a stampede was arranged for the Prince. The civic authorities erected a sort of dais for him. This the Prince never once used. Indeed he stood at the rail.

One of the riders had a strikingly obstreperous horse. When the programme ended the Prince asked, if he might ride this animal. He rode to the turn of the race-track with the whole troupe following, then

swung around and let his mount out for all it had.

One hundred cowboys, cowgirls and Indians flashed along behind him, all ki-y-ing and whooping with infinite zest, and none enjoyed it more than His Royal Highness.

Let me conclude these rambling references to H.R.H. and his Canadian ranch with another little story.

In front of the unpretentious ranch cottage, with its wide veranda, extends an enclosure of smoothly-cut grass. One evening the Prince and his party with a few friends were sitting on the steps.

"You know," the Prince remarked, "I love this place."

He looked around to the low foothills that mark his land, and farther across to the peaks of the Rockies.

"But it cannot compare with your other places in the Old Country," someone commented.

"Ah, but they are not mine as this place is," the Prince replied. "This is my home. And when I marry I hope to bring my wife here for our honeymoon."

He did not say "If I get married," but "when I get married."

MAY RAINFALL

The record of rainfall at the Botanic Gardens in May was as under:—

May 2	Inch.
3	1.79
4	.48
5	.05
6	2.46
7	.76
8	.80
9	.02
10	.09
11	.09
12	.41
13	.50
14	.05
15	.05
16	.05
17	.05
18	.05
19	.05
20	.05
21	.05
22	.05
23	.05
24	.05
25	.05
26	.05
27	.05
28	.05
29	.05
30	.05
Total	7.00

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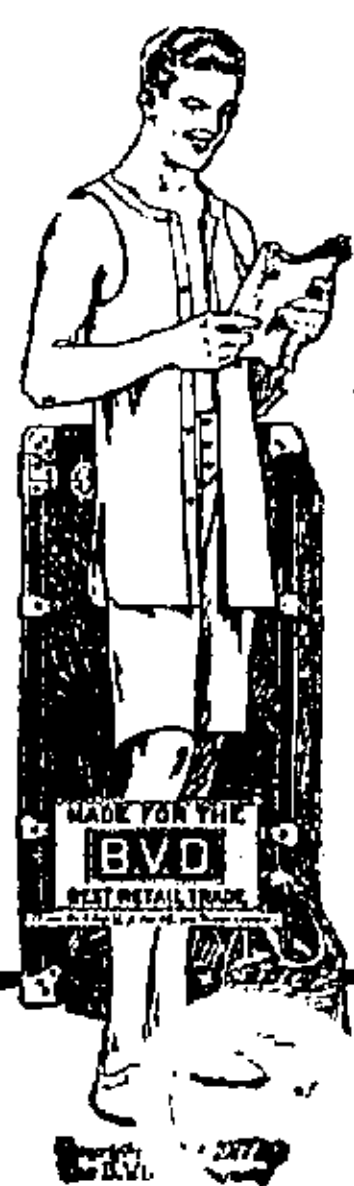
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M. C. L. FAIR

The Women's Guild and the Ministering Children's League have decided to hold a Fair this year (instead of a combined Fete and Sale of Work) on the Murray Parade ground, by kind permission of Lt.-Col. Comyn, D.S.O., O.C., the 2nd Battalion King's Own Scottish Borderers.

The Fair will take place on Friday, November 1, and Saturday, November 2, and will be run on the lines of an English Fair.

It is hoped to have many amusements for children as well as adults. There will be a cabaret show and, if possible, a dancing floor.

Further particulars will be given in the "Sunday Herald" later.

LAWS APPROVED

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—

Ordinance No. 17 of 1928.—To amend the law with respect to the carriage of goods by sea.

Ordinance No. 2 of 1929.—To amend the Bankruptcy Ordinance, 1891.

Ordinance No. 5 of 1929.—To consolidate and amend the law with respect to certain unclaimed balances and certain other unclaimed sums.

TO-DAY'S RADIO

Broadcast By Z. B. W.

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres.

1.48 p.m.—Weather report.
5.55 p.m.—Evening Service relayed from St. John's Cathedral. Preacher: — His Lordship the Bishop.

7.48 p.m.—Evening weather report.

9 p.m.—Evening programme, (H.M.V. records supplied through the courtesy of S. Moutrie & Co., Ltd.).

10.30 p.m.—Close down.

YAUMATI SLIPWAY

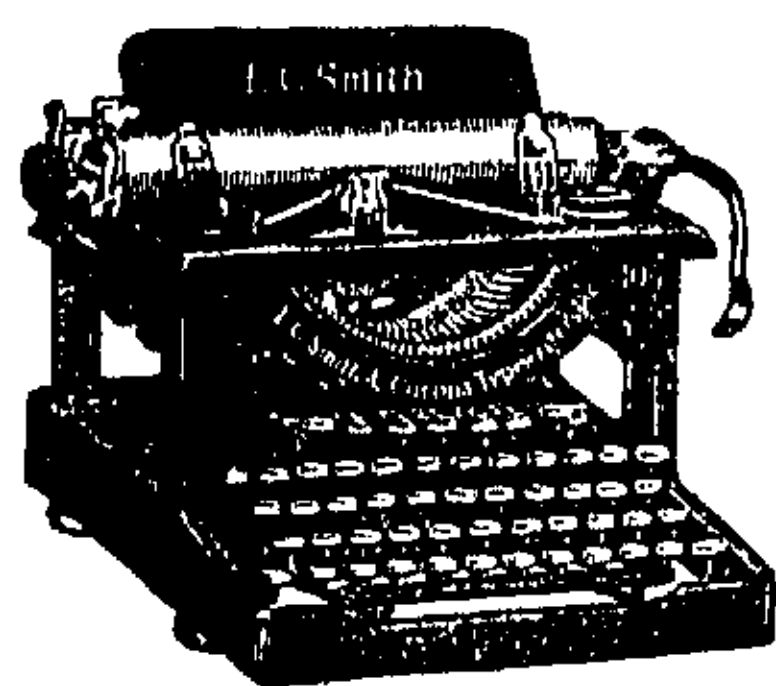
Sealed tenders in triplicate, which should be clearly marked "Tender for Repairs to the Government Slipway at Yaumati," will be received at the Colonial Secretary's Office until noon of Monday, June 17, for repairs to the Yaumati Slipway.

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"The Policeman's Lot" — We don't suppose the policeman's lot is any happier in Hong Kong than it is elsewhere, and among his most unpleasant jobs (we again suppose) must be the taking of a European in charge, especially when it has to be done in public and in the presence of a crowd of gaping Chinese. One day during the week, quite close to the General Post Office — and therefore in about the busiest of our thoroughfares — we witnessed an unhappy incident of this sort. It would hardly be worth mentioning were it not for the fact that the young police officer "handling the case" — a big, burly fellow obviously from one of the ships in port, who had evidently been indulging quite well but rather unwisely — conducted his delicate task with commendable tact.

Tact was very much needed as the big fellow was inclined to be argumentative as to the "why and the wherefore" of the excitement of the crowd of coolies around him and of the officer's wish to take him into custody. Apparently the chief figure in the affair had either annoyed one or more of the coolies, and they were, in consequence, becoming more and more restive. It looked as though there might be quite a squabble, but, luckily, the appearance of the Police on the scene prevented anything serious happening.

An Indian policeman tried to act as pacifier, in the first place, but evidently he did not meet with much success. Neither the argumentative one nor the coolies were in the mood to listen to him, with the result that the excitement continued to increase. "Mr. Indian Policeman" then vigorously blew his whistle and soon the young European policeman was on hand.

With a tactfulness, persuasiveness and, in the circumstances, a display of sound common-sense on the part of the Police officer, the burly fellow was quietly led away out of harm's reach.

The incident did not continue for long, but, happening where it did in the middle of the day, it attracted very considerable attention, especially from the Chinese, who are always interested in any sort of squabble that may arise, especially when it involves a European, drunk or sober. Its chief, and in fact its only, interest, lies in the fact that it gave at least one European a good opportunity to see what European Police officers here have occasionally to do in the execution of their duties and it showed him that, on such occasions, unless tact and the proper sort of persuasion is in evidence much that might be serious could easily develop.

"Hats Off," therefore, to our Police Force, who sometimes receive more blame than praise and hats off, especially, to the young officer referred to who appeared to us to do his duty in a manner that reflected credit upon himself and the Force to which he belongs.

Says our correspondent at the front:

"We are progressing rapidly in the New Territories, a gang of coolies have this week placed all the garbage, which formed the Tai Po Market Garbage heap into sacks and transported it by motor truck to the next village. The drawback, however, is that the Council will now have no fuel for the boiler of the four piece man fire engine.

"Each sack of garbage was granted a certificate of demeritisation by the Embalming Board before removal but upon arrival of the sacks at the next village their Council demanded certificates of demeritisation also, so the members of the Embalming Board took a day off and pushed off by train to the next village to grant the demeritisation certificates."

"Family" — Pursuing further our comparison of things East and West we will this week consider the matter of home life as lived by the Britons and by the Chinese. The word "family" has a wider meaning with the Chinese than with the Briton. To the latter a family means a married couple with two or three children. The Briton lives apart from his parents, from his grown-up sons and daughters, and from his brothers and sisters. A Chinese family is a big community consisting of all those different members. Both systems have their respective advantages and drawbacks. The British system encourages independence and individual effort, whereas the Chinese system leaves more room for mutual help and makes old age more tolerable.

The British woman is in a decidedly better position than her Chinese sister. She is given as good an education as her brother, she is admitted practically to every career of life, and in matters of love and marriage her own will weighs more than the consent of her parents. In spite of the big strides Chinese women have taken toward emancipation — especially in South China — in recent years, it can still be said that it is otherwise in China in these matters. This notwithstanding, however, the average British woman seems to enjoy a less cheerful home life than a Chinese city-dwelling girl; but she takes more interest in the welfare of the greater community.

Now that the water supplied to the people in the vicinity of Yaumati and Mongkok has been cut off for practically the whole day (bar seven hours) the Chinese living there have great difficulty in obtaining even a drop of water. As is common knowledge the queues at every street-fountain are of tremendous length, and the person whose buckets are at the very end of the line has, needless to say, an unenviable experience. After a woman has been waiting her turn very patiently, and perhaps is the fourth one from the fountain, having moved up step by step, imagine her feelings when she learns that the water has been turned off, just at the moment when she is most likely to get a drop! Horrible and cruel! Then, because she happened to be one of the unfortunate ones, she has not a drop of water — at least there is none to get from the official source. It may be said that she ought to have taken her place in the queue earlier so as to be in time before the mains were cut off. But there are many others who are desirous for a drop and they also "bag" their place early — in fact, directly the water has ceased to be supplied buckets are shored in their places ready for the next day's supply. And so it goes on from day to day. Surely the powers that be do not expect a large family of working class Chinese to be content with only two buckets. For, no matter how scrupulous they may be, the water cannot possibly last from, say, 9 o'clock in the morning to the same hour the next day — fully 12 hours.

This statement, Nullah Water cannot be denied, when one sees the huge crowd every day — especially in the afternoon — who gather water from the nullah that runs alongside Waterloo Road. The nullah is practically dry as it is, and the thirsty crowd lower themselves by means of ropes, and thus with the help of a dipper, gradually fill their buckets, which are in turn hoisted on to the roadway. But even the nullah is as, if not more crowded than, the street-fountain area. Every single person in Yaumati seems to congregate there to get water. Thus it will be seen that for hundreds it is very difficult to get any water at all. Many have been seen wandering with buckets swinging from a bamboo pole across their shoulders along Waterloo Road in the direction of Kowloon Tong, past the rear of the Kowloon Hospital. The other day a car was seen with a goodly load of human beings, each with a pair of buckets, ascending the road

skirting Kowloon Tong. When the end of the road had been reached the "load" dispersed, one by one climbing down the wall into the nullah, where they obtained water.

Nullahs v. Wells — It was stated recently in the papers that H.E. the Governor, when asked if well water should be brought into use, thought this was not desirable, because of the fear of water-borne diseases. True! But does not the Government think that nullah water may contain more germs of typhoid and cholera than well water? Hong Kong long ago had many wells — in fact, a large percentage of the European residents had each a well of their own, and then they did not experience such a crisis as is prevailing to-day. The latest reports concerning the water famine are to the effect that sanction has been given for certain wells to be opened. So that in spite of the objection originally raised, the Government has given way to a certain extent.

One may not be wrong in saying that the most popular rendezvous for robbers on the mainland is Gascogne-road in the vicinity of King's Park. At night when all is quiet, Gascogne-road presents an amiable "theatre" in which the robbers and their victim are the chief characters. The road leads from Yaumati to Hunghom, and must on occasions, (we will not say always) reward the evil-doer with a fine harvest, and, incidentally, encourage further exploits of a similar kind. There is not a month in which someone returning from Yaumati to Hunghom or vice versa, is not set upon by robbers who usually number three. In many cases violence is used with drastic results — the victims have been known to have been stabbed, if the robbers are not satisfied with what they have stolen. In view of the fact that this place is so often a rendezvous for robbers — and will continue so, for that matter — steps should be taken for the safety of the public. The Police should place more constables on beat-duty along the whole length of the road, more particularly opposite King's Park.

(Does any old resident remember Engineer Mr. W. G. Mogg of 1891 as he then was?) In 1891, he came out to the Royal Naval Dockyard, Hong Kong, as Engineer. He had been here three years when he was promoted Chief Engineer. Engineer Rear-Admiral William George Mogg, C.B. (as he became), was found dead on Stokes Bay Beach on May 1. A verdict of "Suicide while of unsound mind" was returned at an inquest next day. He was 68 and had served on the active list of the Royal Navy for over 37 years. He had been Mayor of Gosport, and had held other positions in public life. The son of Mr. W. H. Mogg, he became an assistant engineer, R.N., on April 1, 1882. In June, 1887, he was promoted to Engineer. As Chief Engineer he served in the cruiser "Sirius," and while in her was made staff Engineer, in 1898. He afterwards went to Australia as Staff Engineer of the "Royal Arthur," flagship of Rear-Admiral Sir Lewis Beaumont, and during his service there he became an Engineer Commander, in October, 1902. Other vessels in which he served included the battleship "Renown," "Repulse" and "Hood," in reserve at home. In April, 1910, he joined the staff at Devonport, where he served until promoted to Engineer Captain in July, 1911. He then resumed sea duty as Senior Engineer Officer on the staff of the Rear-Admiral Commanding Third Cruiser Squadron, and from November, 1912, held a similar position with the Rear-Admiral in the Home Fleets, Devonport. In November, 1913, he was promoted to Engineer Rear-Admiral, and in July, 1916, was appointed for duty on the staff of Admiral the Hon. Sir Stanley Colville, Commander-in-Chief at Portsmouth, where he served for three years, retiring in 1919. In the New Year, Honours of 1919 he was gazetted C.B.

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HONG KONG, SUNDAY, JUNE 9, 1929.

Concentrate On A Municipal Council

IT cannot be known for some time what effect the change of Government at Home will have on the direction of affairs in the Crown Colonies. There are undoubtedly measures that would be encouraged by a Labour regime that would be cold-shouldered by a Conservative Administration. But naturally the first step would be to influence the Government of the Colony to view certain measures sympathetically in the greater hope of securing eventually the approval of Downing Street.

With a Labour Government in power the time seems ripe for the local community concentrating on the creation of a Municipal Council. "Taxation without representation" is and has always been one of the main planks of the Labour Party. Were its leaders now in power to enquire into the position in this Colony they would be positively amazed and, if they were truly honest, they would marvel at the exemplary patience that has been shown by this very cosmopolitan community.

The increase in the population both on the Island and on the mainland during the past few years—particularly, of course on the latter—has been such that Government Departments cannot cope with the vast additional work unaided. Their labours must require the natural complement of a Municipal Council. There are phases of public service innumerable that could be cited to demonstrate how much more efficient could the work be performed by a Municipality. And there are glaring examples of work done by Governments that a Municipality would be ashamed of "for ever and a day." Continuously there are complaints of overlapping. Always are there protests against a system under which one Department is totally unaware of the policy and programme of another Department on the same job of work. It might be stretching the point unduly to say that some Departments are not spending but wasting Departments—but it is no part of our case in favour of the creation of a Municipality to indulge in needless and, mayhap, senseless exaggerations. Our case can rest on a surer foundation than that.

Meanwhile, as a preliminary stage to the actual formation of a Municipal Council, cannot the leaders of the various communities and districts seriously examine the suggestion originally advanced in the "Sunday Herald" about a couple of years ago in regard to the creation of a Central Council. It may be remembered that the idea was advanced that representatives of the existing Ratepayers' Association—Kowloon, the Peak, and Mid-Level—should form the nucleus of such a Central Council and co-opt representatives of those districts unprovided so far with a Ratepayers' Association. On matters of vital importance to the whole Colony—and not merely to one specified area—the Central Council could make representations to the Government and would carry the responsibility of speaking on behalf of a united community.

At the moment there is, for instance, some talk of forming a Public Committee to co-operate with the Government in the serious matter of the water famine. A Central Council, had it been in existence, would have been able to function long ago and would not have tolerated the passing of the weeks and the months without something concrete being accomplished to succour a sorely distressed population. And, of course, a Municipal Council would have accomplished much more in a shorter space of time.

Other emergencies are bound to arise in the future. Is the Colony always going to permit itself to be "caught napping"? Cannot the leaders of public thought realise the benefits that would accrue, firstly, from a Central Council and, secondly, from a Municipal Council? Does not the fact that Colombo, Singapore and Penang enjoy the benefits of municipal as well as Government administration make them wonder why such benefits are denied to the Colony of Hong Kong?

HONG KONG FAIRY STORIES

Ten thousand water barrels are to be imported from the nearest port in Australia to collect the rain here.

Hong Kong investors in the Calcutta sweep are delighted.

The gentleman who fills his bath up every night in case of fire and lets the water run away next morning is presenting a couple of mammoth tanks to the Government.

The Acting First Magistrate has consented to accept the Chair of Journalism in the University of Hong Kong.

Community singing at the fountains is a decided success.

Cables of congratulation to the new Labour Government have been sent by the combined Jinrikisha Pullers and Chair Coolies Guilds.

The remaining water in Tytun Tuk is to be auctioned by the cup-full.

A Water Suggestion

In our "Letters to the Editor" column a correspondent suggests that two large oil tank steamers should be procured at once for the purpose of augmenting the water in the mains by acting as feeders from the new stream now being tapped in Kowloon or from any other source. The idea is that water could be pumped into the oil tankers, they in turn pumping it into the mains. One advantage of tankers, it is claimed, lies in the fact that the water could be treated in the tanks to destroy any impurities. Therein lies the whole crux of the problem of utilising oil tank steamers, always, provided, of course, that they could be procured. Some who profess to know something about oil tankers assert it would be a matter of weeks to get them cleaned out and that, even then, it would be very problematical whether water put into them would not very soon be tainted. Our correspondent appears to think that any impurities could be eradicated by means of some treatment, the nature of which, however, he does not specify. These two points are of paramount importance—whether oil tank steamers could be cleaned out sufficiently to allow of potential domestic water being pumped into them; and, secondly, whether the water could then be successfully treated to destroy any impurities. This is obviously a matter for experts, to whom the queries should be put without delay.

British "Enterprise"

Issued monthly the "Overseas Bulletin" of the British Manufacturers' Section, Society of Motor Manufacturers and Traders, Limited, is performing excellent service for trade at Home and overseas. Thus, the latest issue to hand speaks in glowing terms of the exploits of Major Segrave and Captain Campbell, concluding on this very fine note: "British manufacturers have challenged the world, and in doing so have inspired again that confidence in the excellence of their own products which is the life-blood of a vigorous and virile nation." That is excellent. But, on another page our attention is attracted by the heading "Praise from China." And this is what we read: "Some time ago Guy Motors, Ltd., shipped ten 26-seater buses for use by the Hong Kong Tramways. Reports received show that these vehicles are giving excellent service in every way, and are meeting a long felt need in speeding up the local transport services."—How long will it take responsible people at Home—manufacturers, publicists, and politicians—to learn that Hong Kong is not China any more than China is Hong Kong. It appears that Empire geography is badly neglected in commercial circles at Home, but if they do not know their geography how can they possibly be expected to know and to meet local trade requirements?

"Communique to Press"

We were agreeably surprised to receive on Wednesday a communication from the Colonial Secretary headed "Communique to Press." At last, we thought, the value of the Press as a medium between the Government and the public had been realised, and the hope was mentally expressed that the precedent thus set would be followed very often in the future. On reading through the communique, however, we were rudely deceived. It is an intimation that "the sum of \$1,500 has generously been donated by Mr. Lo Cheung-shui, to endow a scholarship at Queen's College in aid of any promising scholar who may find himself unable to pursue his studies through lack of funds, the scholarship will be called the 'Sheung Hing Scholarship' in memory of the donor's wife."

What state news to furnish the basis of an official communique! The "news" was no news at all. It was published in the "Sunday Herald" on April 21—the day following the annual dinner of the Queen's College Old Boys' Association; and fuller details were published in the "China Mail" on June 1. Why it should be made the subject of an "official communique" on June 5 we know not. The "news" surely could not have just reached the Colonial Secretary on June 5—over six weeks since it was published in the "Sunday Herald"? Instead of throwing a bouquet to the Colonial Secretariat it seems that it has to be advised seriously to "Wake Up."

THE "HERALD" CALENDAR

June 10, 1876.—Typhoon at Formosa with loss of several vessels.

June 11, 1840.—Portuguese prohibited trading at Canton.

June 13, 1875.—British steamer "Carlebrook" fired on and captured by Chinese Customs cruiser.

June 15, 1867.—Hope Dock opened at Aberdeen.



LETTERS TO THE EDITOR

A FEW QUERIES

Sir,—I consider it a very fortunate thing for the officials of the Hong Kong Government to escape the usual censures from the public whenever anything goes wrong in any department.

The Hong Kong public, including, I am sorry to say, the editors of the local papers, are very loth to pass any comment on what the Government does, except at times to call their attention to certain irregularities and there the matter ends and is never revived.

The famous Carvalho Yeo case is still fresh in the minds of all the people of Hong Kong and it seems a thousand pities that not one of the unofficial members of our Legislative Assembly has had the courage to ask the Council for any information regarding the case in question, thereby leaving the tax-payer to carry on in paying excessive taxation through no fault of their own, but simply because the Government must find money to meet its obligations.

Now, we all know that this forgery case has cost the Government (and therefore the tax-payer) a considerable amount of expense to bring the culprit to "book" and to obtain whatever redress they can from the Hong Kong & Shanghai Bank.

Will some member of the Legislative Council ask the following questions at the next meeting?

1. When Yeo was committed for trial in the High Court, were not the following then officials of the Government qualified and privileged to conduct the case for the prosecution in that Court, namely:—

(a) The Hon. Mr. C. G. Alabaster, K.C., Acting Attorney-General.
(b) Mr. Somerset Fitzroy, Assistant Attorney-General.

(c) Mr. T. M. Hazlerigg, Treasury Solicitor.

(d) Mr. H. K. Holmes, Crown Solicitor.

(e) Mr. L. R. Andrewes, Assistant Crown Solicitor.

(f) Mr. E. L. Agassiz, Solicitor and Official Reserver.

(g) Mr. C. D. Melbourne, Registrar and Barrister-at-law.

(h) Lt.-Col. F. Eaves, Land Officer and Barrister-at-law.

2. If the answer is in the affirmative, will the Government say whether it considered these professional men to be incompetent to conduct the case for the Crown.

3. If the answer to question (2) is in the negative, what is the necessity of employing outside legal assistance for the case.

4. What is the total expenditure incurred by the Government in connection with the case and from what "funds" were these payments made.

5. In answering question (4) will the Government give full details of the following obvious expenditure, viz:—

(a) Total expenditure incurred by the Treasury Department in its investigations including the expenses incurred in respect of the Treasury Solicitor's investigations at Shanghai.

(b) Total expenditure incurred by the Police Department.

(c) Total amount paid to Senior Counsel for the Crown in

(1) The criminal trial.

(2) The civil case.

(d) Give a like answer in respect of the Junior Counsel.

6. What is the total amount recovered from the prisoner or other sources, if any, and how was the amount so recovered.

7. In the civil case, the Jury gave it as part of their decision, that the Treasury Department was "gravely negligent." Will any of the officials of this Department suffer any penalty for their "grave negligence"?

8. If not, why not?

We all know that Mr. Justice Jackson, who was for a long time Land Officer and who had only recently "taken" to Law by his appointment as Acting Police Judge, presided at the Criminal Trial with great patience and ability.

Is there any reason to suppose that the other Law Officers of the Government mentioned in question (1) above are not comparatively equally as efficient to conduct the case for the Crown.

Copies of this letter together with complete records of this case as reported in the local Press from the beginning are being forwarded by me to my personal friend, Jimmy Thomas, M.P., for his consideration.

Yours, etc.,
OBSERVER.

WATER SUPPLY

Sir,—I think that the services of two large oil tank steamers should be procured at once. Connect up the discharge from their pumps to the main water supply of the Colony. A sufficient pressure could be maintained to en-

able the water to find its way to the filter beds for storage when not being drawn off at lower levels. All oil tankers have pumps and flexible pipe sufficiently powerful to pump against a greater head than that required in the Colony. I should say that two ships should be requisitioned and connected up one at or near West Point and one at or near Wanchai.

Water could be brought from the new stream now being tapped at Kowloon, or from other sources, and pumped into those storage ships, they in turn pumping it into the mains.

The advantage of tankers lies in the fact that the water could be treated in the tanks to destroy any impurities. Two tankers might store up to 20,000 tons of water. The tanks could quickly be steamed out and cement washed.

This scheme may already be in hand; if so, so much the better.

Yours, etc.,
URGENCY.

Hong Kong, June 5.

THEFTS FROM CLUBS

Recovery of Fan And Clock

ASTUTE PAWN BROKER

Mysterious thefts that occurred within the last four or five days, have been brought to light. In one of the two cases heard in this connection at the Kowloon Magistrate's yesterday, the arrest was due in the main to a pawnbroker. He suspected a Chinese lad, who was endeavouring to get rid of an electric fan, of theft, and accordingly telephoned to the Police to that effect.

The Police arrested the boy, and the latter subsequently made his appearance before Mr. T. S. Whyte-Smith. He was charged with the theft of the electric fan, the property of the Club de Recreio, and also with the theft of two pairs of tennis shoes and a clock, which were removed from the Craigen-gower Cricket Club, Happy Valley. Alternative charges of receiving the above property of the two Clubs were also lodged.

Accused admitted the thefts. Det. Sgt. Fitches said that on June 4, accused broke into the C.C.C. by climbing through the skylight of a window, whence he forced a lock, and thus gained entrance into a room where the clock and the two pairs of tennis shoes were kept. It was in the early hours of the morning that the theft occurred.

The very next day, the accused visited the Club de Recreio. He followed the same procedure in effecting an entrance and stole an electric fan, valued at \$50. A visit by the Police to the Club later in the morning revealed finger prints of accused on a window ledge.

Accused went to a pawnshop in Yau-mati where he endeavoured to pawn the fan. But the pawnbroker, his suspicions aroused, pretended to take down accused's name and the price he asked for the fan, whilst he sent an employee to telephone the Police Station. The Police arrived at the shop a few minutes later and arrested accused.

Accused, when in custody, informed the Police that he had pawned the clock, valued at \$42, to a pawnbroker in Wanchai for only \$2 and a few cents, and, acting on this information, the property was recovered without much trouble. From a marine hawk, the two pairs of tennis shoes were also regained.

All the pawnbrokers with which accused had come into contact during the last few days, appeared in Court.

His Worship, addressing the broker who had given only \$2 for the large clock, said that it was rather lucky for him that he was not charged with receiving stolen property. The broker said that he had given \$2 because accused had named that amount.

In regard to the other broker who was instrumental in effecting the arrest of accused, his Worship commended him on his good work, and also remarked that accused might develop into a hardened criminal.

He sentenced accused to six months' imprisonment on the charge of theft from the C.C.C., and another six months for the theft of the fan, the sentences to run consecutively.

His Excellency the Governor has been pleased to recognise, provisionally and pending instructions from the Secretary of State for the Colonies, Senor Don Antonio Alexandro Rosello Botello as Honorary Consul of the Republic of El Salvador in Hong Kong.

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1929
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DOLLAR DIRECTORY CO., 3A, Wyndham Street.
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Penk Tram Station Store, Low Tram Station.
Lee Yee, 12, D'Aguiar Street.
Excelsior Co., 16, D'Aguiar Street.

Hongkong Sunday Herald.

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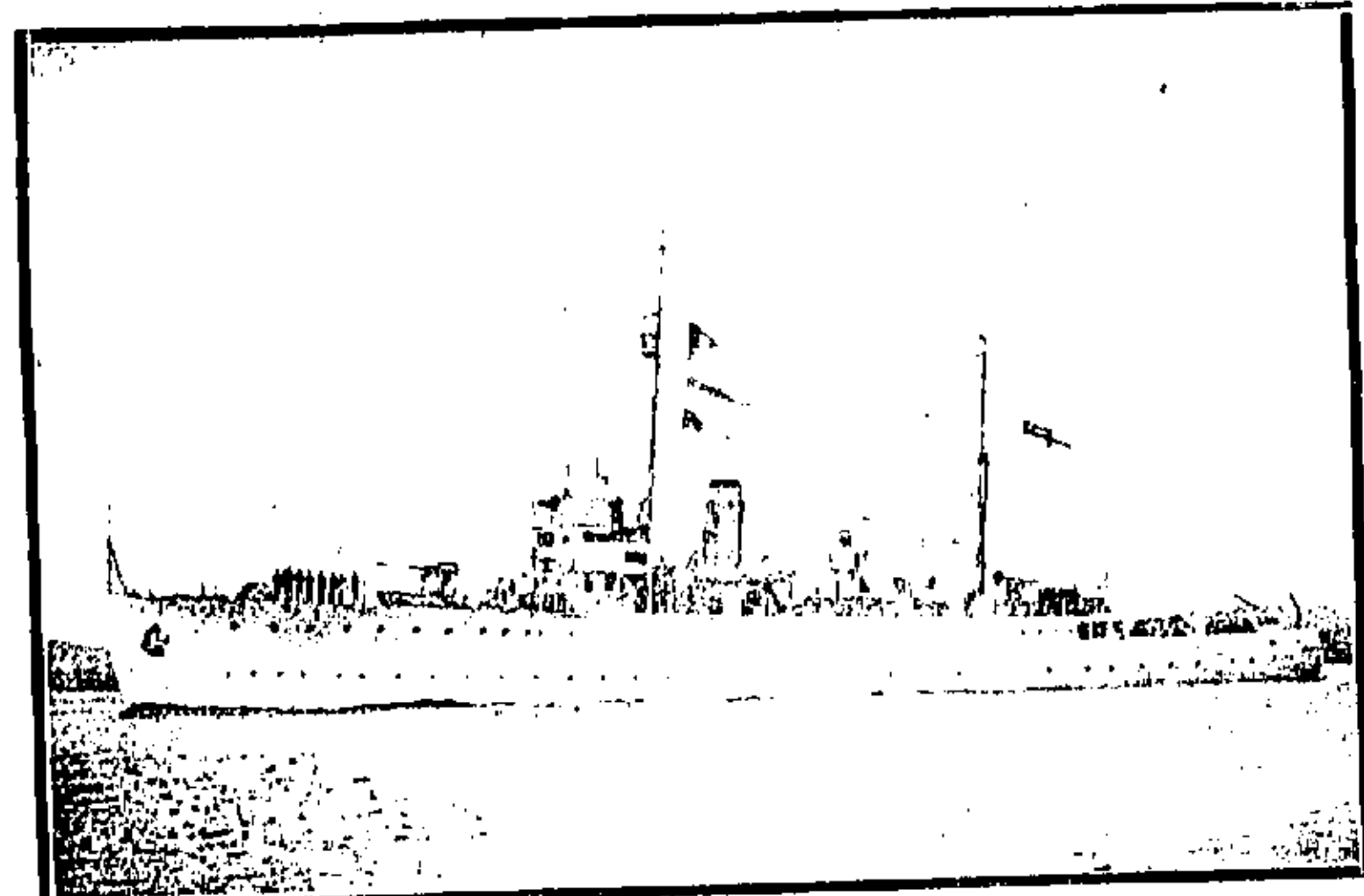
HONG KONG, SUNDAY, JUNE 9, 1929.



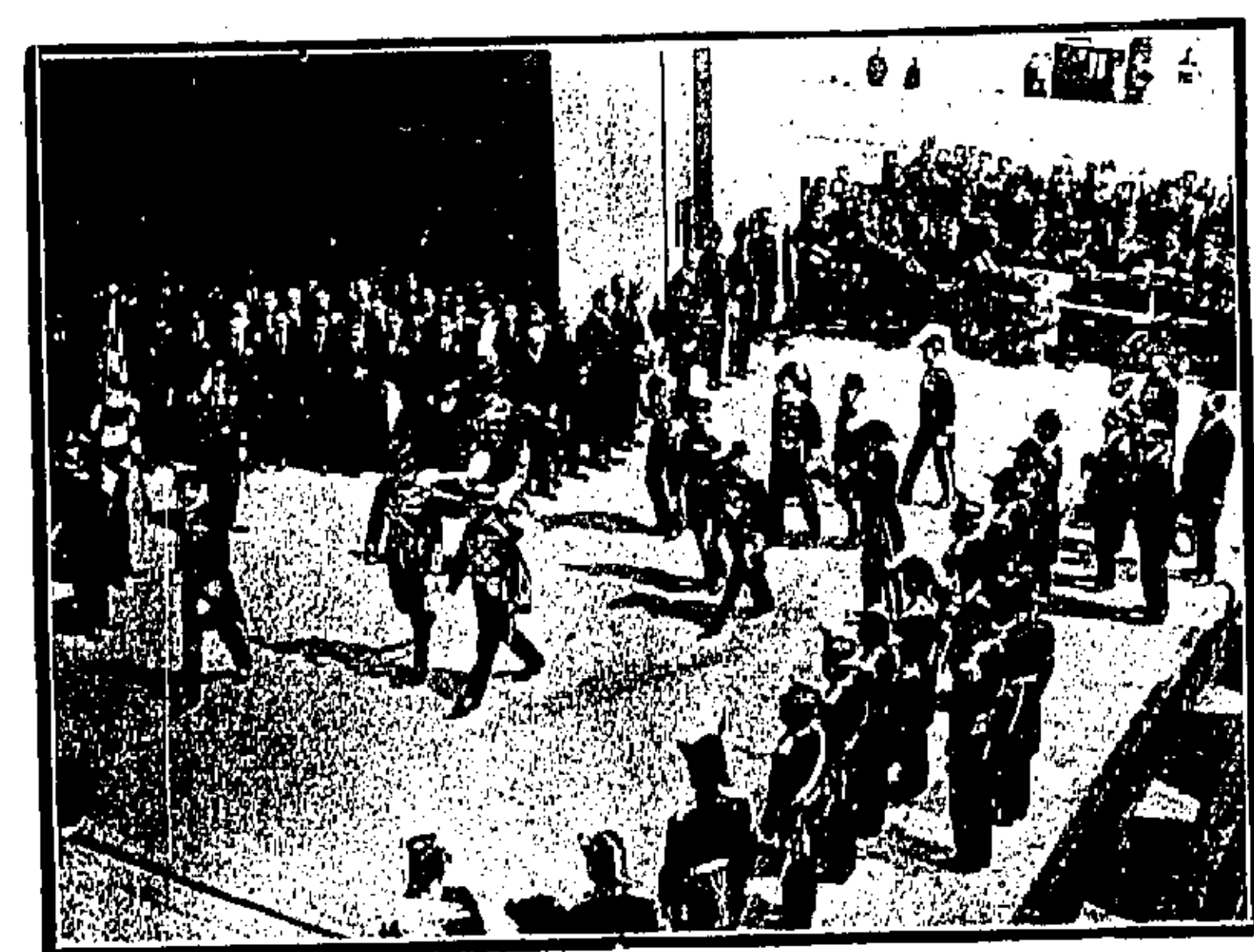
WOMAN STRANGLED (BY LAW) IN 15 MINUTES!—Convicted of murder (of her husband, it is believed), a Chinese woman of Shanghai was sentenced to be strangled to death. The sentence was carried out in a quarter of an hour, in which time above photos were taken. 1, The murderer in prison. 2, Being bound by strangled to death. 3, The strangling "cap" over her head and her arms secured. 4, Two "chin straps" in position, one over and one underneath the chin. 5, All ready, and a black veil placed before the woman's eyes. 6, Justice "satisfied"; the work completed by tightening the straps to the pole. Note the woman's composure throughout.



NOT WEARING SHORTS.—H.R.H. the Duke of Gloucester (after wearing khaki shorts in Hong Kong), seen on right, out for a game of golf in Japan.



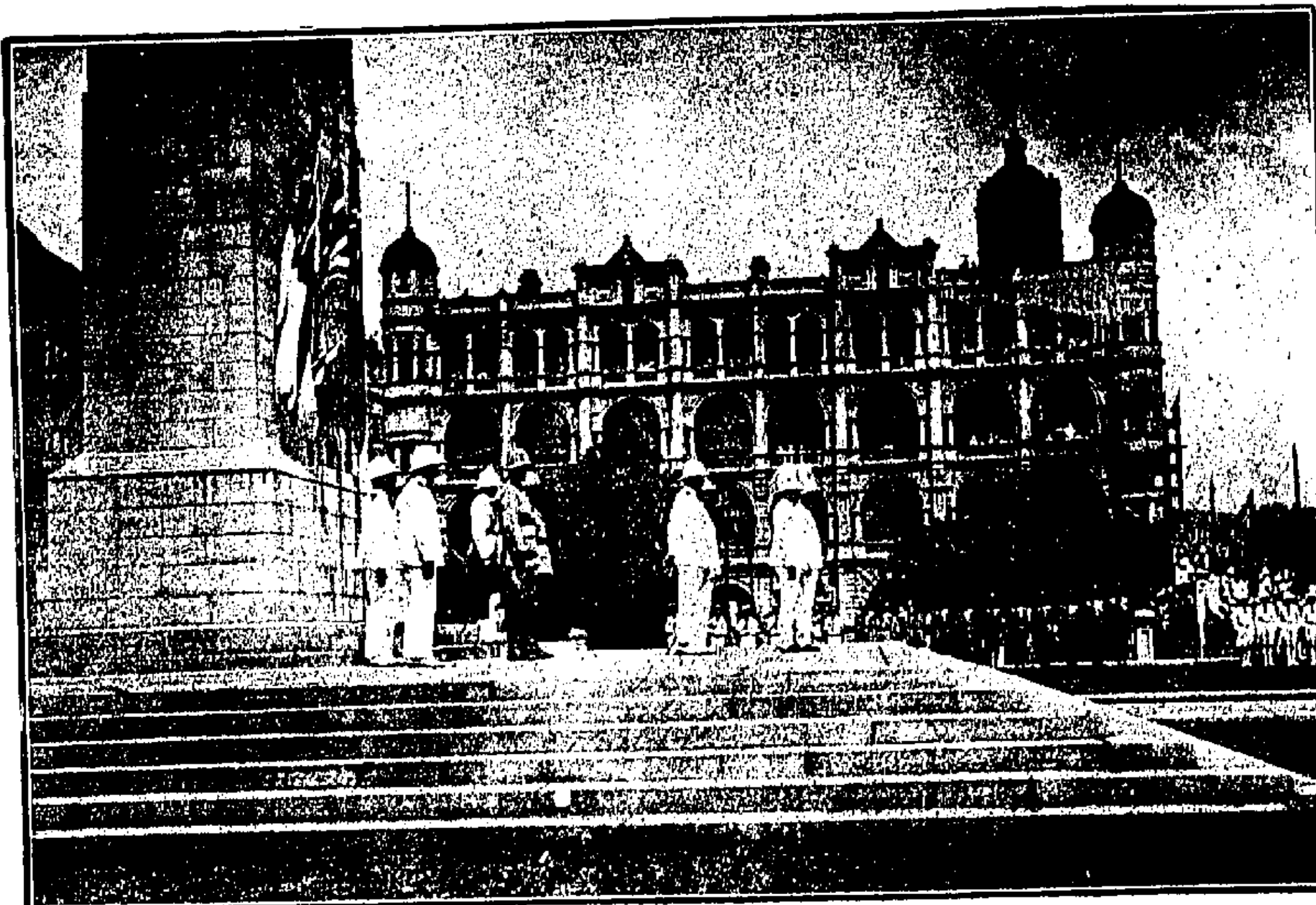
NEW MEN-OF-WAR HERE.—H.M.S. "Bridgewater," which arrived here on Tuesday from Home with H.M.S. "Sandwich," these two new sloops replacing two older craft on the China Station.



THE GARTER MISSION.—Formal landing at Yokohama, Japan, of H.R.H. the Duke of Gloucester. Accompanied by H.I.H. Prince Chichibu, the Duke is seen walking towards the left.



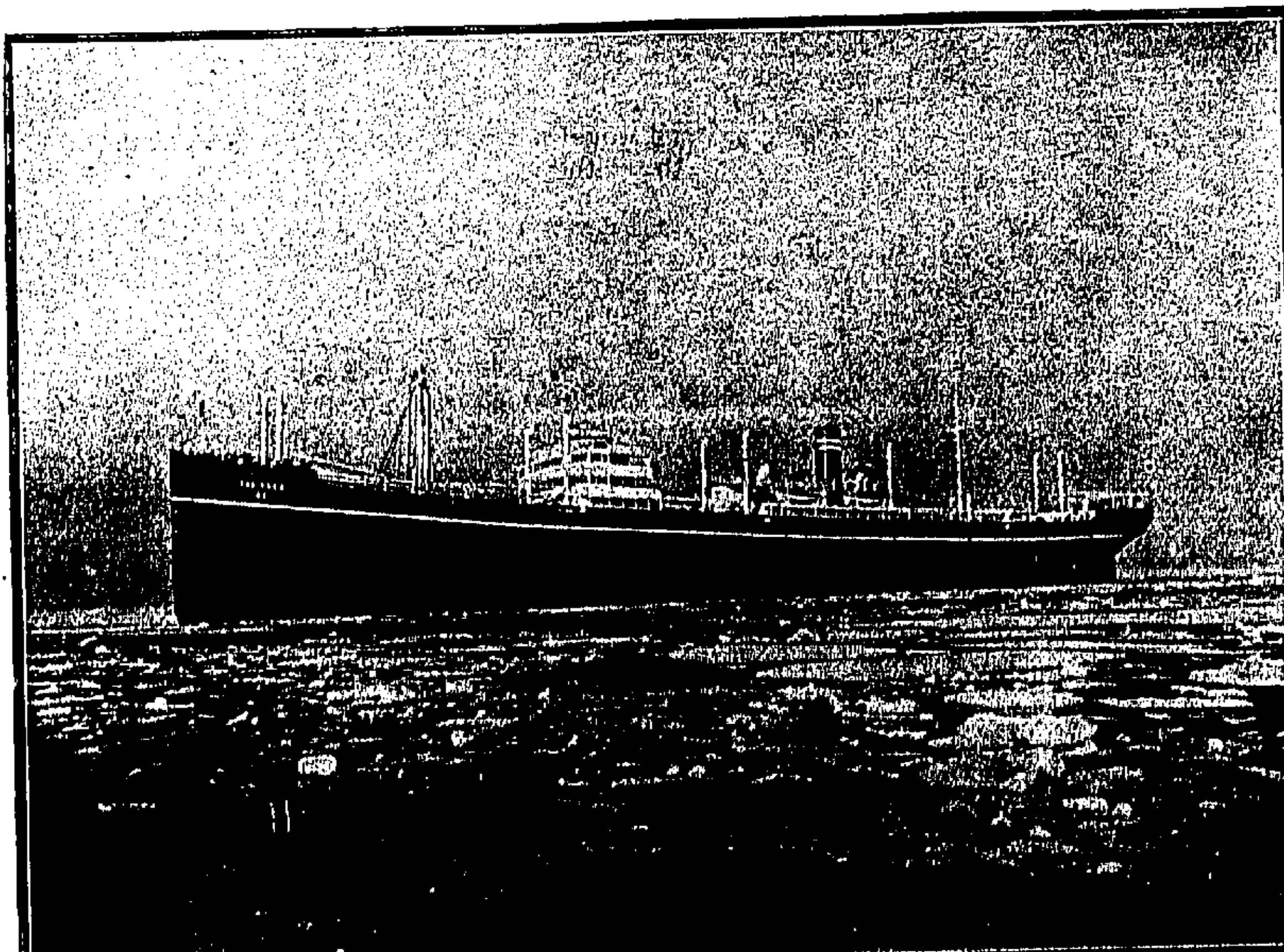
AT THE QUEEN'S.—William Orlamond, Lillian Gish, Montague Love and Lars Hanson in "The Wind," to be shown from June 13-15.



LOCAL KING'S BIRTHDAY OBSERVANCES.—Those at the saluting base, at the foot of the Cenotaph in Statue-square on Monday, for the march past of the Fighting Forces in the Colony, with the Scouts and Guides drawn up in the background. —(K. Fujiyama).



VOLUNTEERS IN KOWLOON CHURCH PARADE.—Preceded by the Corps Band, the Portuguese Company of the Hong Kong Volunteer Defence Corps is seen here marching from Tsim-sha-tui Point to attend Church last Sunday. —(K. Fujiyama).



COMING TO HONG KONG SOON.—The "Tai Yang," one of the Barber Line's new service of motor vessels, to be inaugurated in September between Hong Kong (and the Far East) and New York via Panama. Messrs. Dodwell & Co., Ltd., are the local agents.



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THE GARTER MISSION.—H.R.H. the Duke of Gloucester, on extreme left, paying homage to the Shrine of Emperor Meiji.



DISTINGUISHED HOSTS & GUESTS.—The Garter Mission, headed by H.R.H. the Duke of Gloucester, in Japan, together with members of the Reception Committee appointed for the historic occasion.



WELCOME TO BRITONS.—H.R.H. the Duke of Gloucester being welcomed on arrival at Tokyo, the capital of Japan, by a special train from Yokohama, as head of the Mission to confer the Insignia of the Garter on H.I.M. the Emperor of Japan.

KASHMIR SILK STORE

Opposite Queen's Theatre
The Leading Store of the Colony
for
Beautiful Silks and Silk Goods.

OPENING SALE
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WONDERFUL BARGAINS.



The Woman's Page



Our Slogan — SERVICE

For
STRONG
and
SUPERIOR
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THE NEWSPAPER ENTERPRISE LIMITED,
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Chic Combination



Gray and black is a colour combination of great importance. There is an old proverb that says: "In a combination of gray and black, the black is the key." The black shoes and gloves further carry out the color motif.

GLASS COLLECTING

AN ABSORBING HOBBY DESCRIBED

The history of glass is one of absorbing interest, and there is about it the same fascination as the study of old masters. It is what you know about the subject that creates its own enchantment. You must absorb the period it belongs to, the history of the time, and like the Arabian Nights, it is not the pictures that are on trial, as the old Arabian will tell you, but the visitors!

Syria is said to be the original home of glass making, though the story of the Phoenicians, who covered glass under their cooking pots, is presumably based on fact. There was certainly a glass-making centre in Roman times which reached a high standard of perfection.

Bohemia, which sums up centuries of conflict, is still a centre of the glass-making industry, and the beautiful ware finds its way to all parts of Germany, France, and the United States.

In the mediaeval ages, as to-day,

glass had a rival in Venice. Venice glass is a triumph of manufacture. The exotic colouring of the glass seems to imprison all the glory of the rainbow. It is no wonder that in the seventeenth century the Duke of Buckingham imported Italian workmen from around and started to make Venetian glassware at Greenwich. Many collectors own some of this Venetian glass in their cabinets to-day.

The collectors' drinking glasses have a personality of their own since early times they have played their part in history either in the toasting of a bride or pledging truth on a chivalrous age, or part of the ceremonial connected with ancient rites.

At Tapa, where old years ago a potent drinking vessel of glass was found dating from Saxon times, and another interesting discovery was a broken like vessel which is supposed to be of a much earlier period. In the British Museum there is a specimen with the inscribed message: "In God is all my trust," in the quaint cursive and spelling of the day.

Personally I am very fond of Jacobean glass, which has inspired many of our modern manufactures. No doubt there will be even more beautiful shapes made in the future, and I have often thought that it would be worth while making a collection of modern glass. Even in recent years a notable advance has been made in such ordinary things as drinking tumblers. Perhaps the greatest advance is the delicate colouring of modern glass.

Fascinating Study

With the study of glass there will come many happy hours of enjoyment. It will take you to museums where there are whole rooms filled with fine specimens dating back for generations.

When you have some little knowledge of the subject begin your collection. You will find good glass in old shops, in out-of-the-way parts of London and in country places. Your collection will grow quickly. My own collection is a small one, but it gives me intense pleasure, and I think that when once you have begun to collect glass you will have time for little else.

There is one thing to remember, and that is you need not confine yourself to any one period. Specimens of different types make your collection more interesting.

Glass has a value much in the same way as stamps, so whether you collect Waterford, or foreign glass, or glass that has an older history, let your collection be representative of different periods.

Neither moth nor rust will destroy glass, and its delicate substance may outlast man. Safely house the collection in a roomy cabinet, and if possible safeguard the most valuable specimens from harm by forbidding anyone to examine them. Only in this way can the collection be preserved, to become valuable in future years.

Viscountess Massereene & Ferrard.

What the Well-Dressed Hand Will Wear



Gloves are being more differentiated now. The loose-fitting pull-on, usually in wash gloves, which so many women have been contented to wear for almost all occasions, is now being relegated more to sports and tailored costumes.

For afternoon and evening suede mousquetaire gloves are shown. They are of exquisite fine quality, and have from one to three pearl buttons at the wrists, which gives them a closer fit and makes the wrist look smaller. However, the pull-on glove also appears in this group and is quite smart with formal frocks.

For wear with the new print silk dresses, flowered georgette and other dainty spring and summer outfits there are also very fine lace kids in light corn colours, suntan shades and similar delicate hues. Some of these are stitched with white or another shade of their own colour, and have narrow turnover cuffs of white or colour to match a costume.

Gloves with jewelled clasps are also seen, the clasps of coloured stones. For black and white costumes, white lace kids, with black stitching and narrow black turnover cuffs and black with white ornamentation are shown.

Short suede pull-ons with wrist straps, which draw the glove tightly and fasten in front with a pearl ring are shown for sports or tailored wear. Many gloves have straps which are meant to give a closer fit to the pull-on, and in sports gloves these are sometimes fastened with modernistic clasps in gold or silver. The strap, on one particularly attractive model, took the form of a narrow metal bracelet fitting snugly around the wrist.

The colours now being shown include suntan, mode, putty, beige, mother goose, and light gray principally, some white, with black, a little black with white and the high shades, navy and red. Many of the white types, in place of black for trimming, have adopted the high shades of red, navy and green particularly for their contrast and to work in with ensembles.

Although both cuff and slip-on types are popular, the cuff style leads the mode. This adopts the single button ordinarily. Trimmings include also petit point in colours, embroidery braiding to a degree with self-material trimmings in contrasting colours, however, predominating.

Buckles are quite popular, both the plain tailored and the little fancy ones being shown. Bows are seen on many a rather novel feature. The pull-on model with deep gauntlet cuff made decorative with a row of buttons from the wrist at the inside and tucking details at sides to care for some of the flare is quite smart.

Novelty types are seen more this season than ever before—trimmings gaining their effectiveness more through simplicity than elaboration. More two-tone and three-tone than single colour effects are seen; black combining with silver, white with navy or red, navy with beige, beige with brown and orange, maroon with white.

Suede washable tailored gloves as well as washable doeskin gloves are meeting with popular approval. These are of the pull-on variety with pinked and scalloped tops and are hand-sewn.

Quite an important note in this year's styling is the fact that very little embroidery is shown, while cut-outs and banding or little straps are increasing in popularity—point-

ing towards the modernistic trend of milady's wardrobe.

Alice White, First National star, who is to appear soon in the stellar role of "Broadway Babies," illustrates a new gloves with a novelty cuff. It is of beige-coloured kid, edged and stitched in flesh coloured lace and silk which match the crepe de chine blouse worn with her black velvet suit.

"FAIR SEX"

BRUNETTES MORE ROMANTIC THAN BLONDES

Ever since the palpitant public was informed by Lorelei that gentlemen prefer blondes, the question of complexion has harassed what used to be called the "fair sex."

Science stepped forth recently to announce, as a result of a series of tests made at Columbia University, that brunettes are more emotional than their sister blondes.

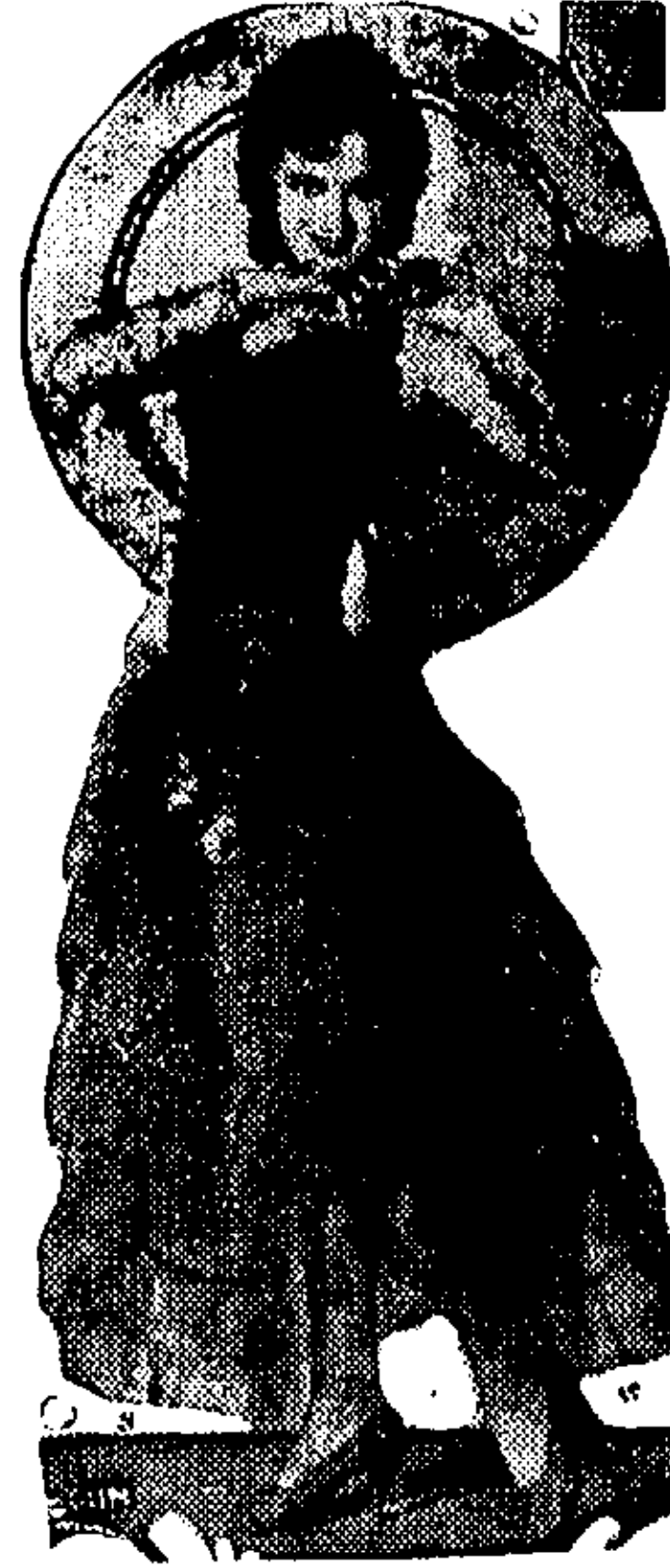
Blondes, however, according to electrical experiments conducted on the Pacific coast, can endure more strenuous roles on the screen.

Also, brunettes are more romantic and blondes have the keenest sense of humour, proved by Hollywood produces from examples of reigning tragediennes and comediennes.

The Dark-Eyed Girl

It's better to fall in love with a dark-eyed girl, if what you are looking for is affection," says a prominent star, who desires to remain incognito, "but don't forget that you may also have to contend with jealousy. If you want a pal, pick out a blonde, but be prepared to have her laugh at you when you don't think you're funny!"

Popular Rainbow Hues



Yellow flame is one of the newest shades, and one of the most youthful. It is fashioned here into a tulle and satin frock, with a cluster of bright red geraniums caught in the cloud of tulle. Crope silk slippers are dyed to match the hue of the gown, and help to make an enchanting costume.



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CENTRAL 4597.



Helen Wills, America's premier tennis queen, created a new mode on Paris tennis courts when she appeared there in cunning little socks, just covering her ankles, instead of the regulation long stockings. Inset is a character shot of this handsome girl taken aboard the s.s. "Aquitania" while en route to Europe.

THE DOLLY VARDON HAT SHOP

NEW SUMMER HATS
AMERICAN DRESSES

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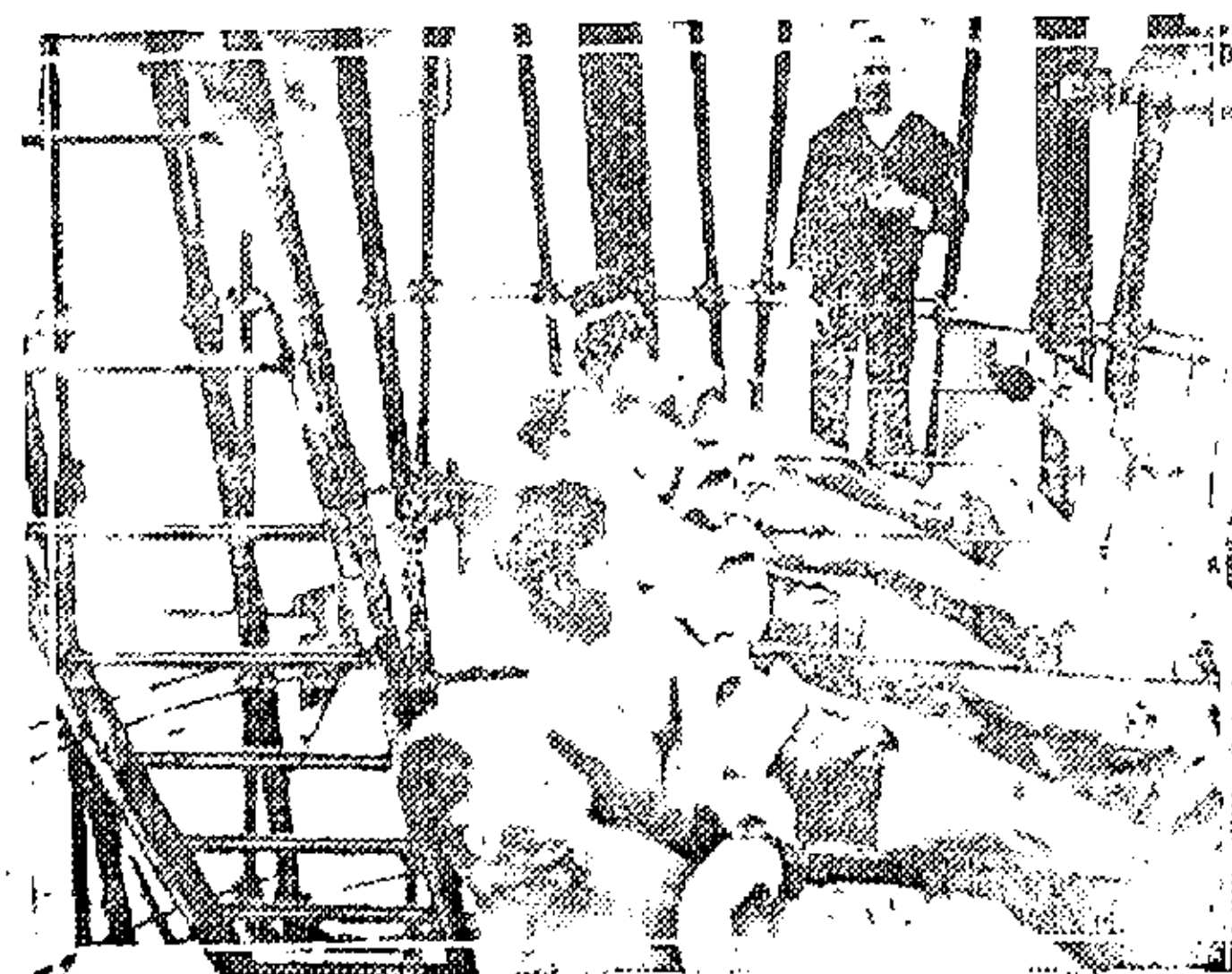
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STRAWS.

ROUND THE GLOBE IN PICTURES.



Anthony H. H. Fawcett, renowned designer and manufacturer of airplanes, with the famous biplane figure he has designed. The airplane will be awarded to the winner of the A.C. contest, who between May and September will have the greatest number of flying hours in the world.



Novel flying machine is tested in the fighting most about 25 feet above the roof of a building. The vapor are getting in from the annual results.



A quartet of 'Peyote' Indians in their ceremonial make-up, ready to go on a 'Peyote' picking expedition. They are called 'Peyote' because they are a strange Mexican race, which, when chewed, is said to produce marvellous dreams. The Indians chew the plant during their religious ceremonies. In Montana and Wyoming, measures have been introduced to prohibit the use of peyote, condemning it as a drug but leading Indians are staging a fight for the continued use of the plant, stating that it compares with the use of wine in the Christian Communion.



One of the most famous sights in lovely Lucerne, Switzerland, is the Lion Monument, boldly sculptured in the face of a rocky cliff 60 feet high. It is by Thorensen and commemorates the heroic death of 30 officers and 700 soldiers of the Swiss guard who fell in defending the Tulleries in Paris, on August 10, 1792. The memorial contains the simple legend 'Helvetiorum fides ac virtus' (to the Helvetians' fidelity and valour). Below follow the names of the fallen officers. The monument is illuminated at night.



A young Silesian peasant who is action long Europe, allowing his body to be used as a living target for arrows. The arrows are shot with sufficient force to lodge in his body but apparently do not cause him any suffering.



Miss Eleanor Smith, 17-year-old 'social register' girl, who recently bettered the endurance record of Miss Louise McPhedreigh, of California. She recently held this record.



The Japanese bronze of a laughing god, seems to be enjoying a rather infectious laugh. Too bad we can't all hear the joke.



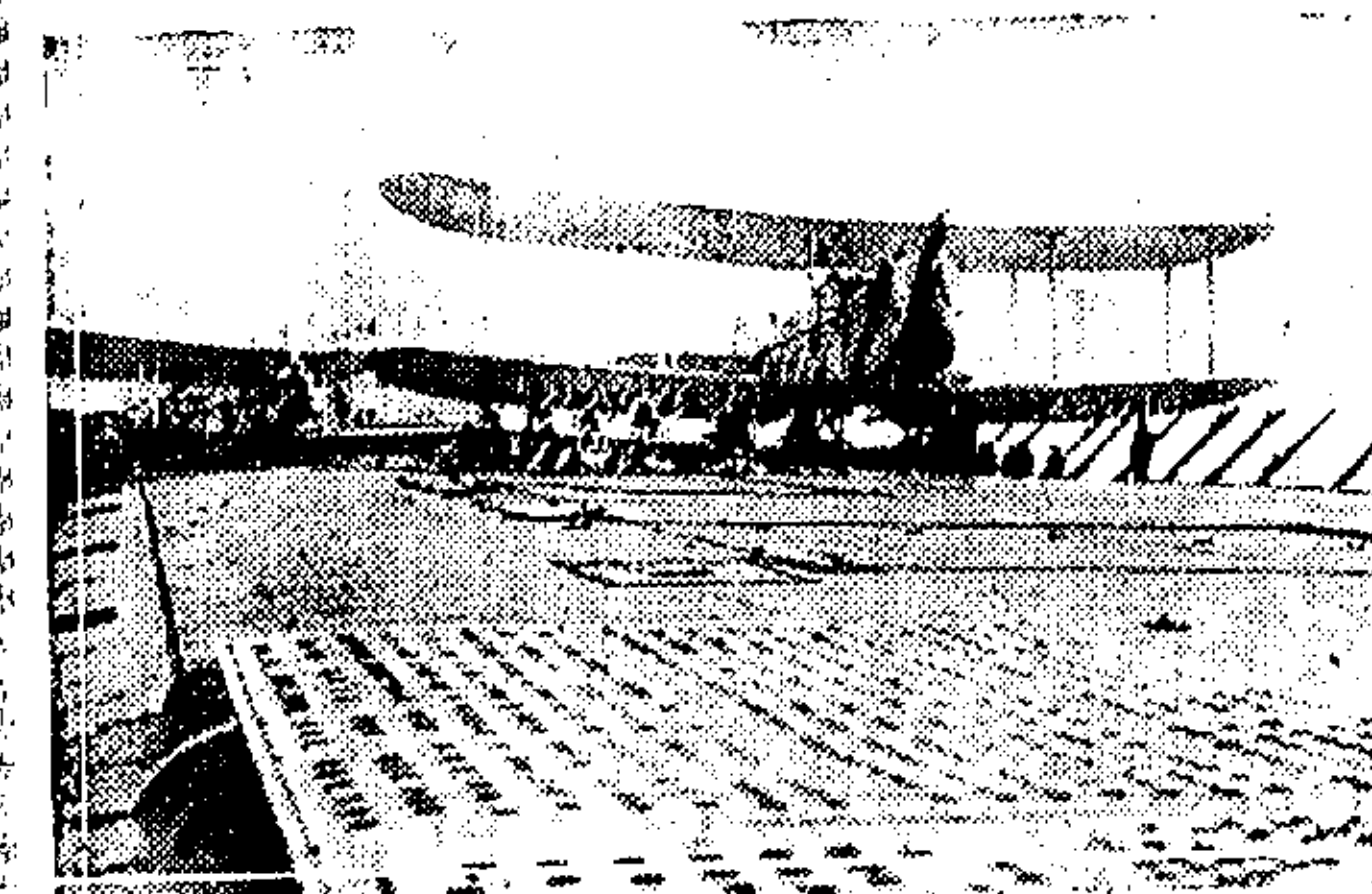
Miss Jerry Chenoweth, who is rated as an American 'Champion non-protestant beauty'. She has been chosen as Miss Portland at the Rose Festival to be held this month. Her collection of crops is unrivalled.



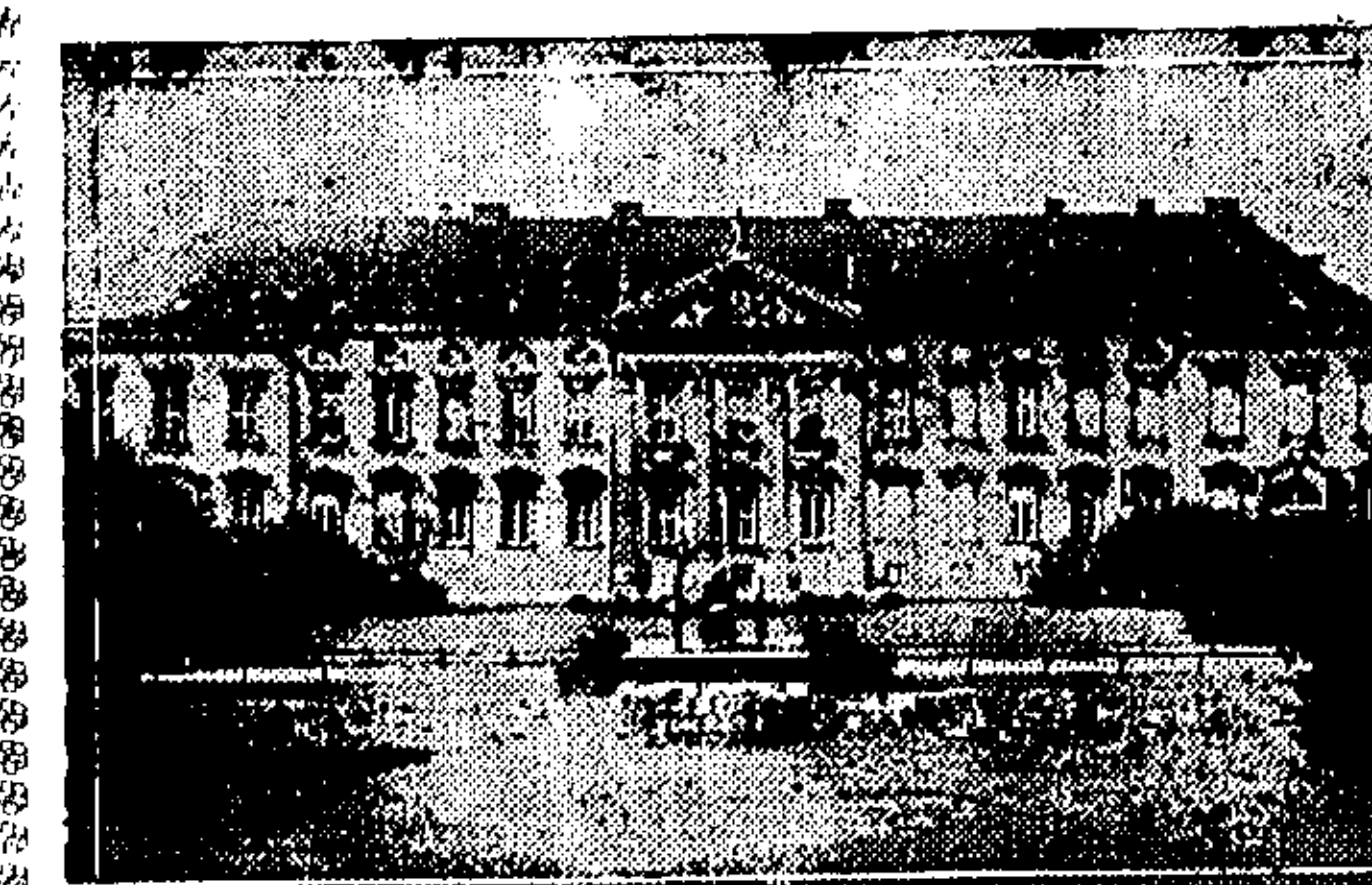
Macowin Tuttle, noted engraver, illustrator and landscape painter, at work on a 'wood engraving', an old art which he has revived. They differ from paintings in that the artist uses a wooden grained and a steel tool instead of canvas and brushes, and instead of 'putting on' paint, he 'cuts away' the wood. He is called the greatest living master of the art.



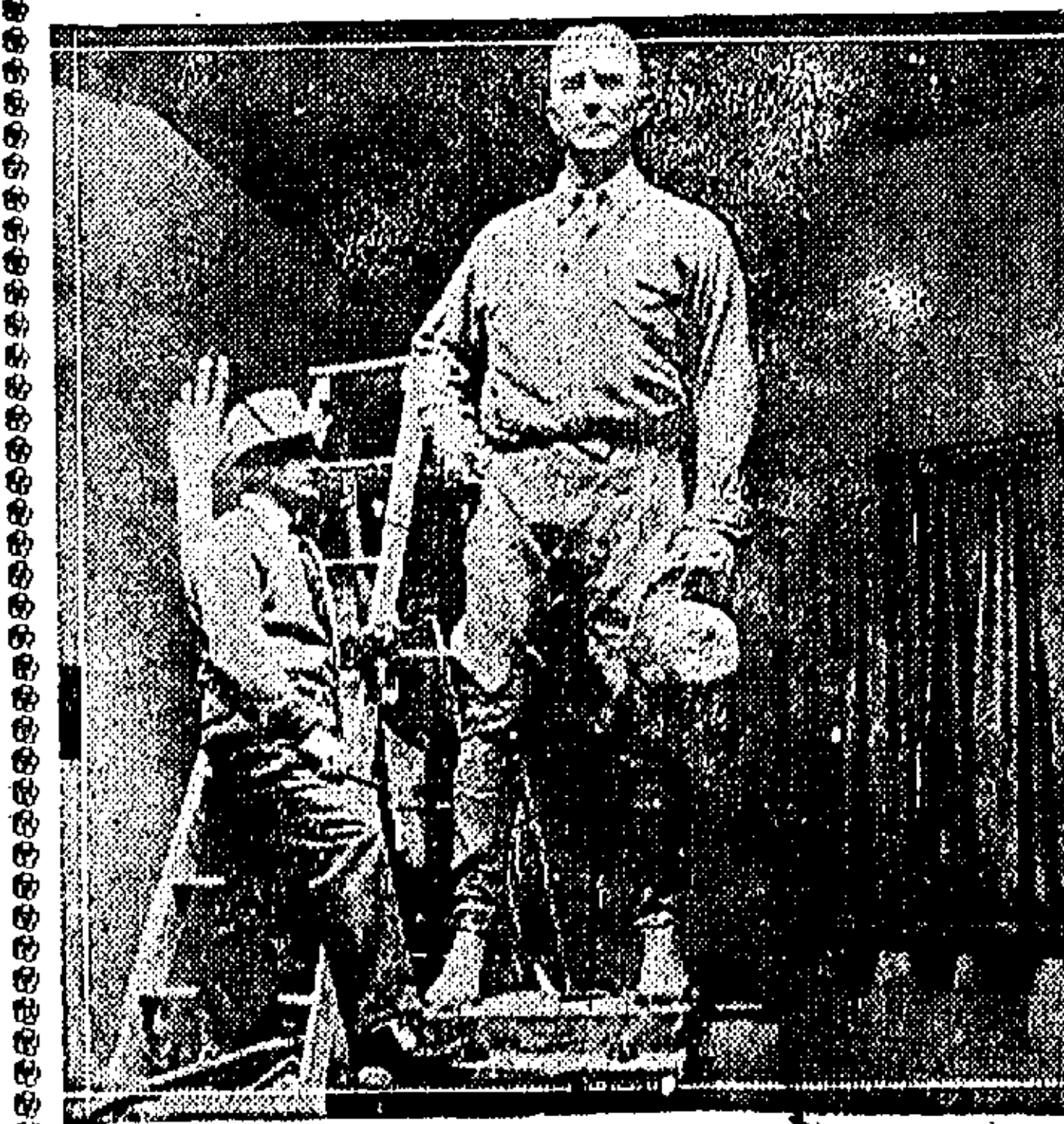
One of the busy ones, organized by the C.O.R. Club of the 'Rassini' youths, to teach Rassini youths how to speak, read and write the language which has been advocated for universal use.



One of Great Britain's battle 'planes' ready to take off from the deck of H.M.S. 'Furious', most modern of Britain's aeroplane carriers. In the foreground can be seen a screen which is raised to break the wind when a ship is landing in windy weather. Britain is developing her aviation department to the highest degree of efficiency.



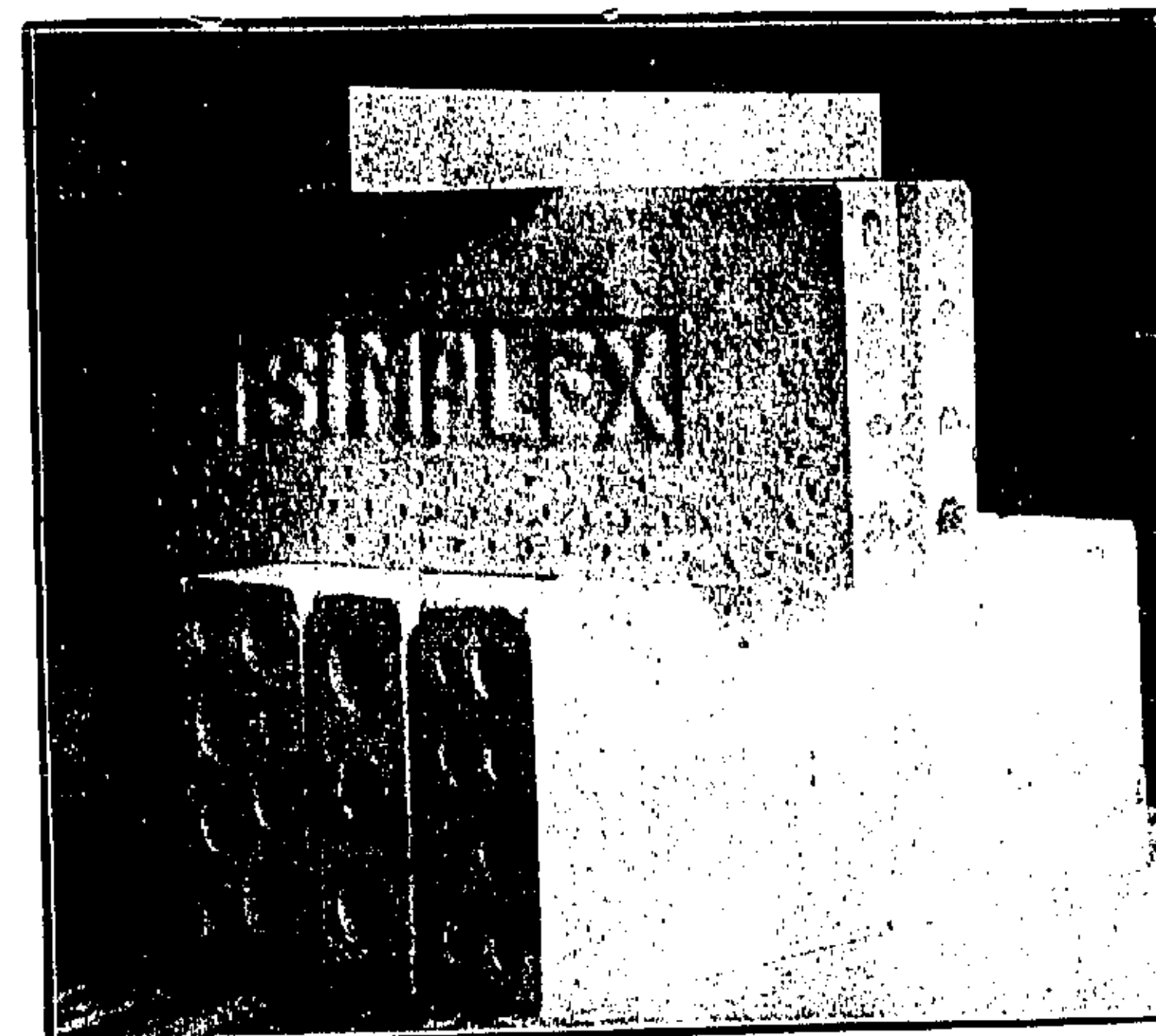
Bellevue Castle, one of the most historic edifices in Berlin, which is to become the future home of the German President. The castle was once occupied by Frederick the Great, is located in the great Tiger Park section of Berlin. After extensive repairs are made, the President will move in.



The noted sculptor, Gutson Borglum, at work on his statue of the late Brig. Gen. John C. Greenway, Arizona Miner, engineer and soldier, which he was commissioned to make for the State of Arizona. It will be cast in bronze and will be placed in the Hall of Fame at Washington, D.C., Arizona's first contribution to the Hall. The figure stands seven feet eight inches.

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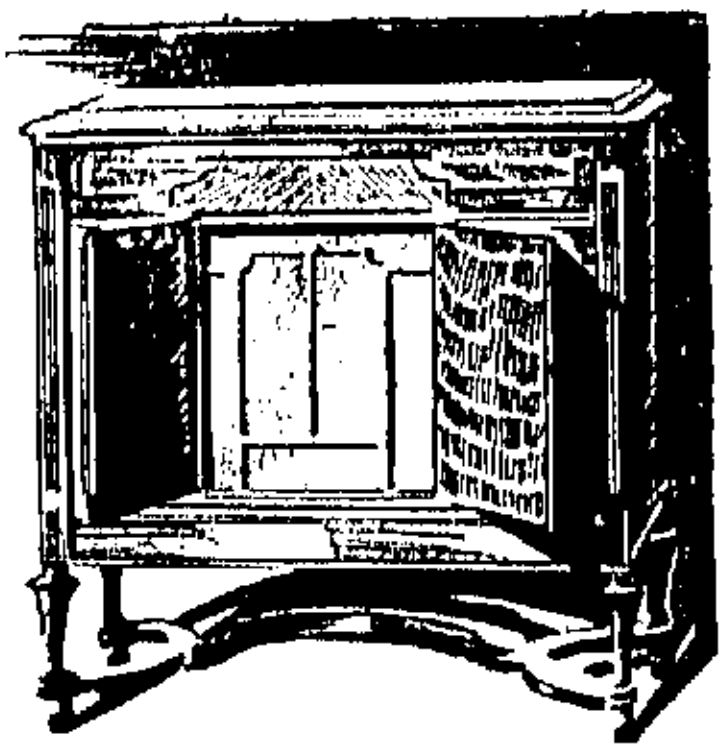
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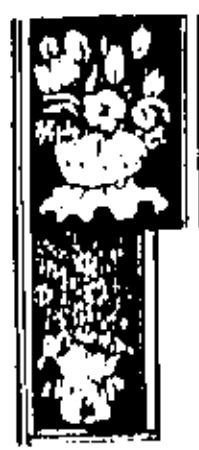
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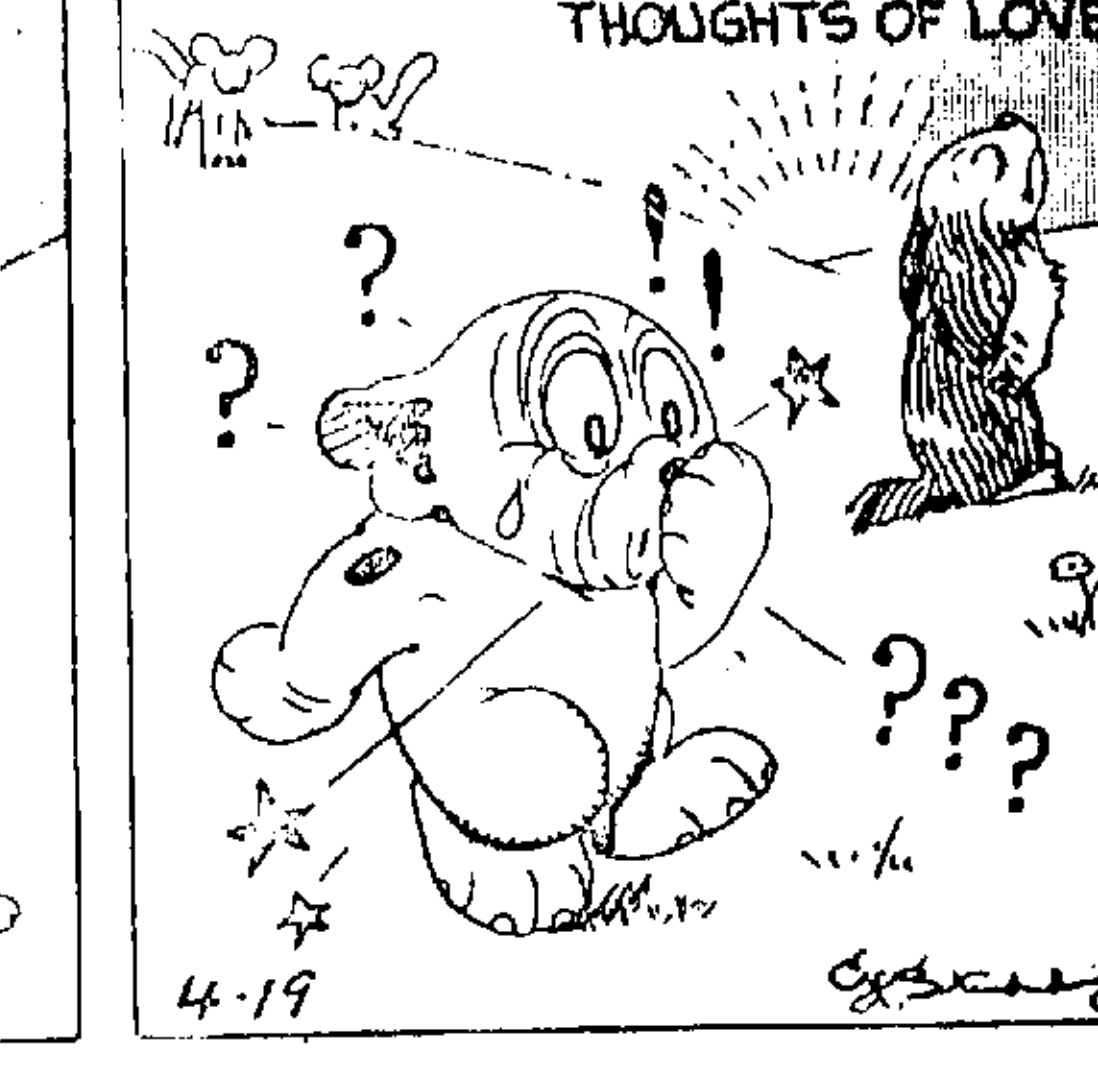
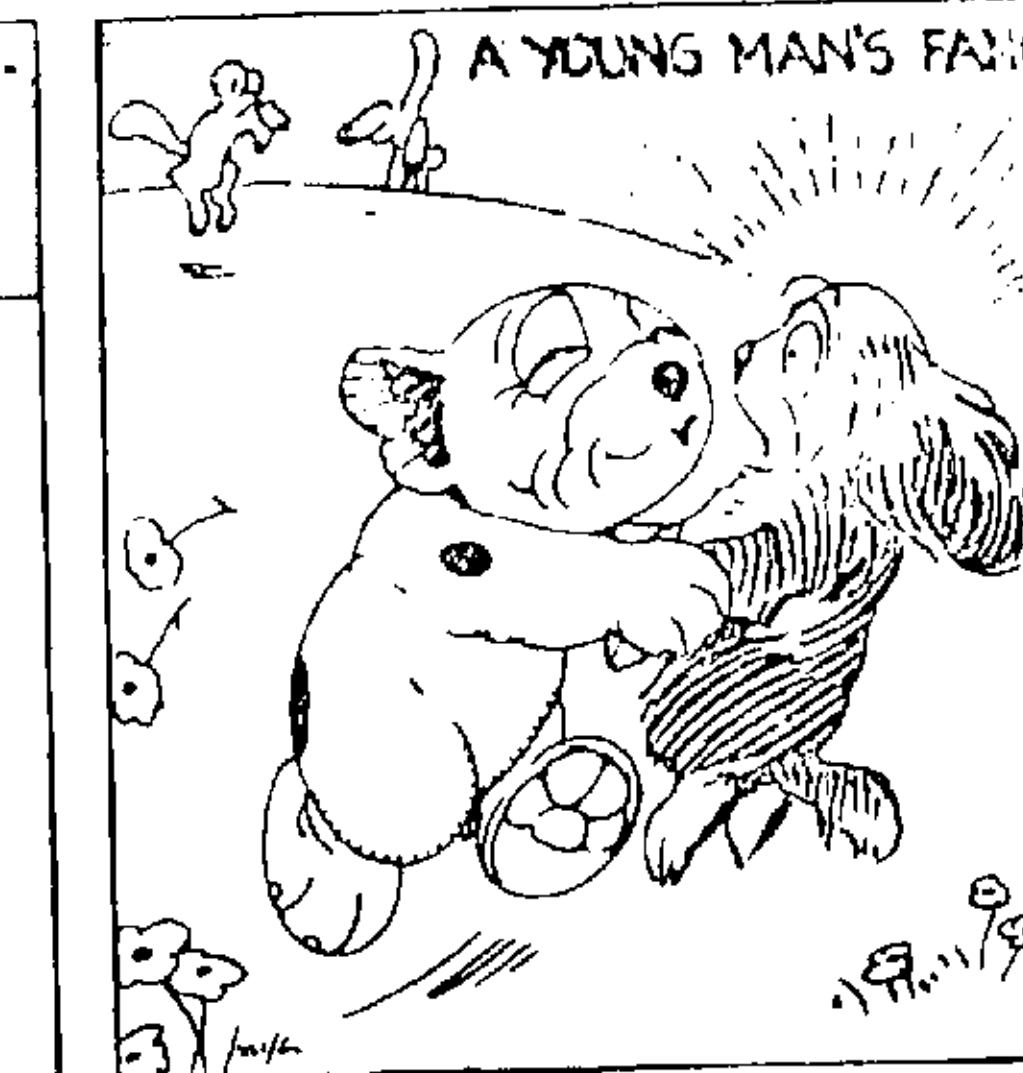
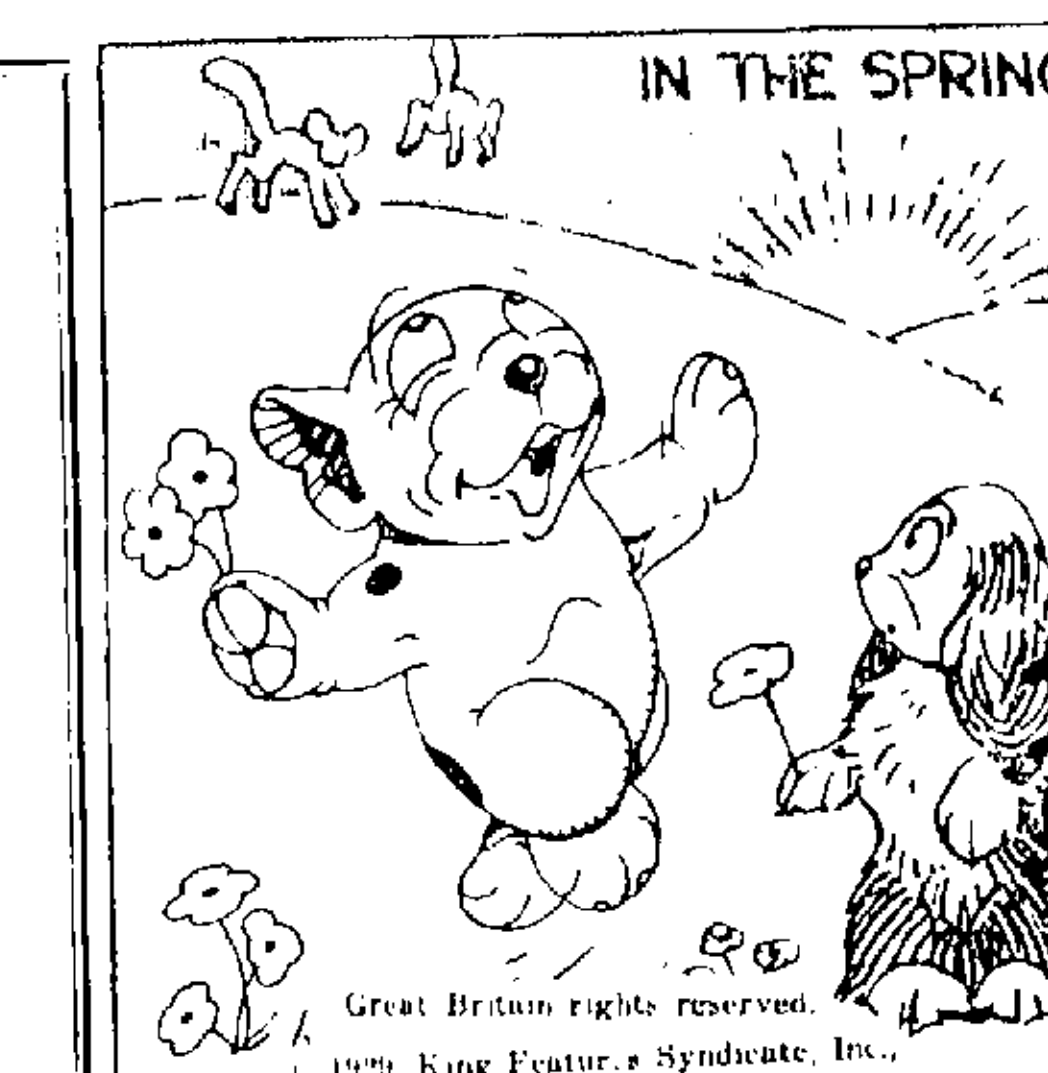
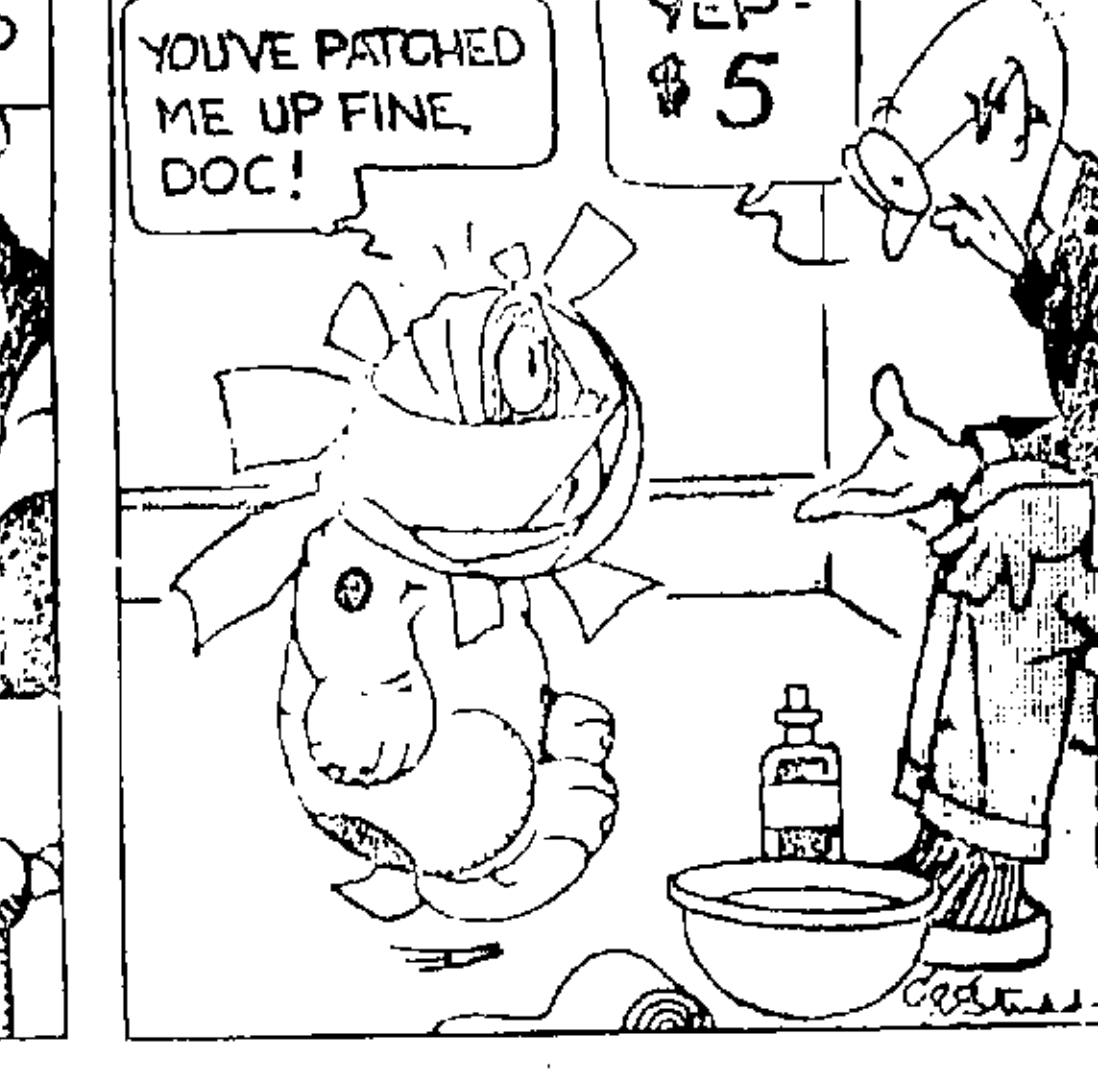
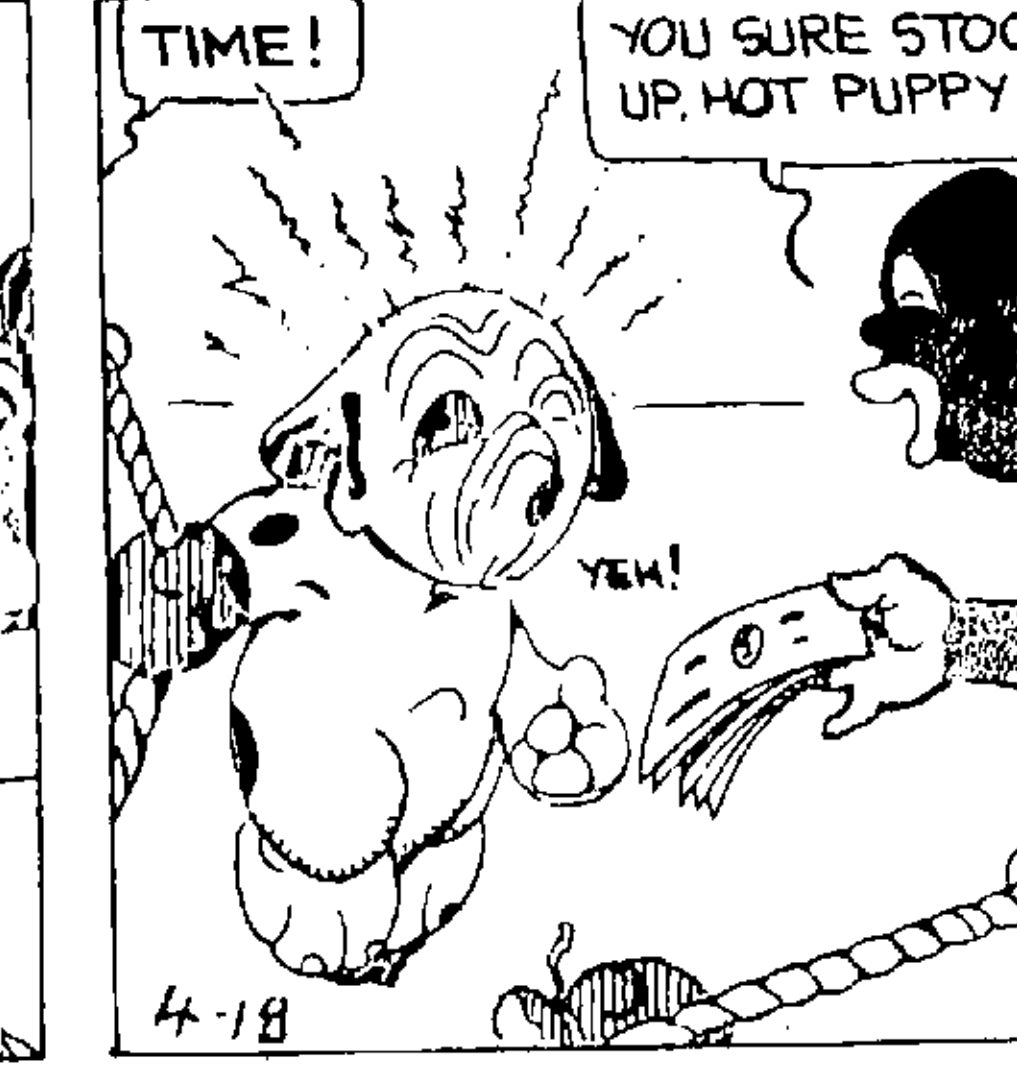
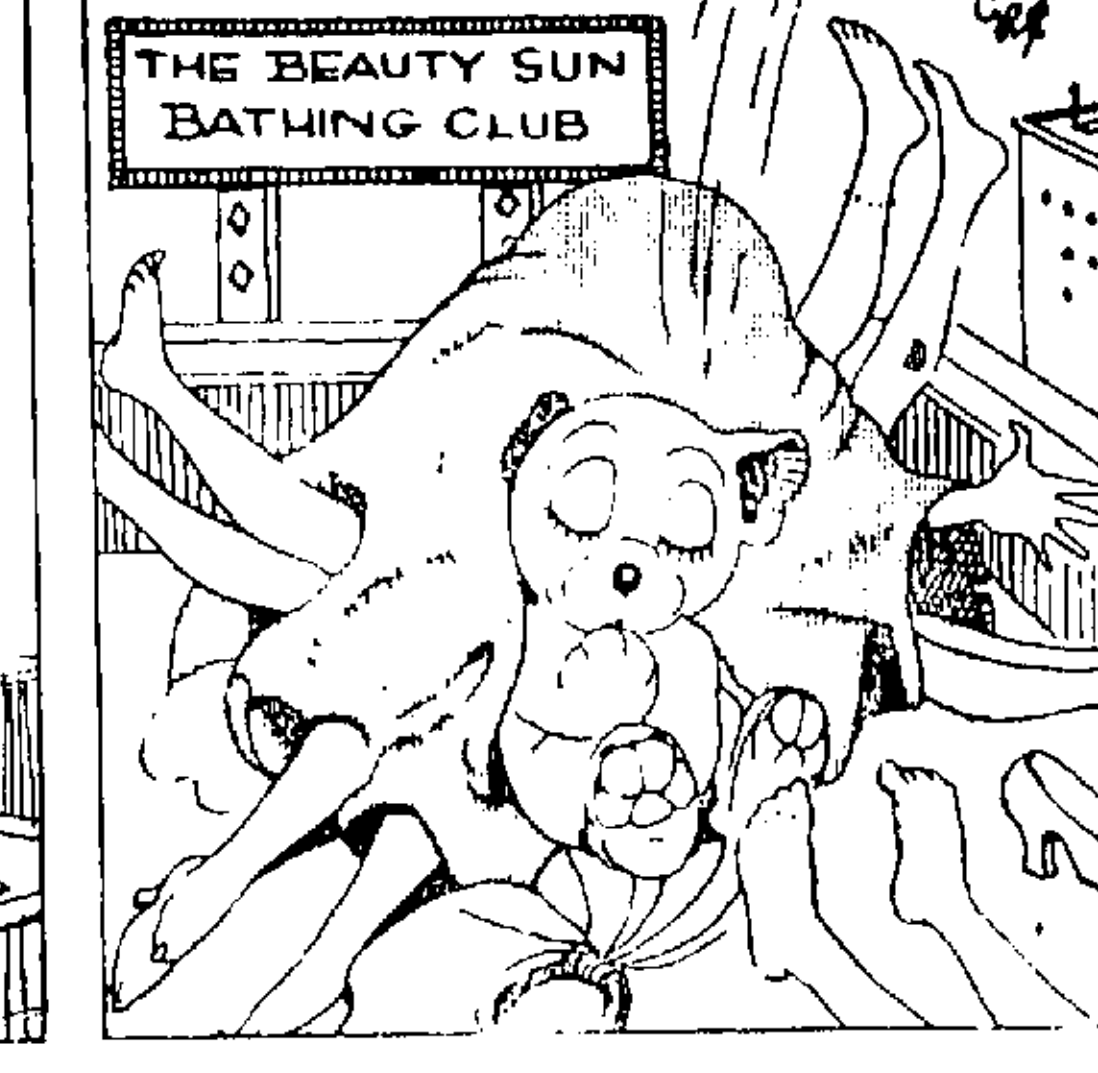
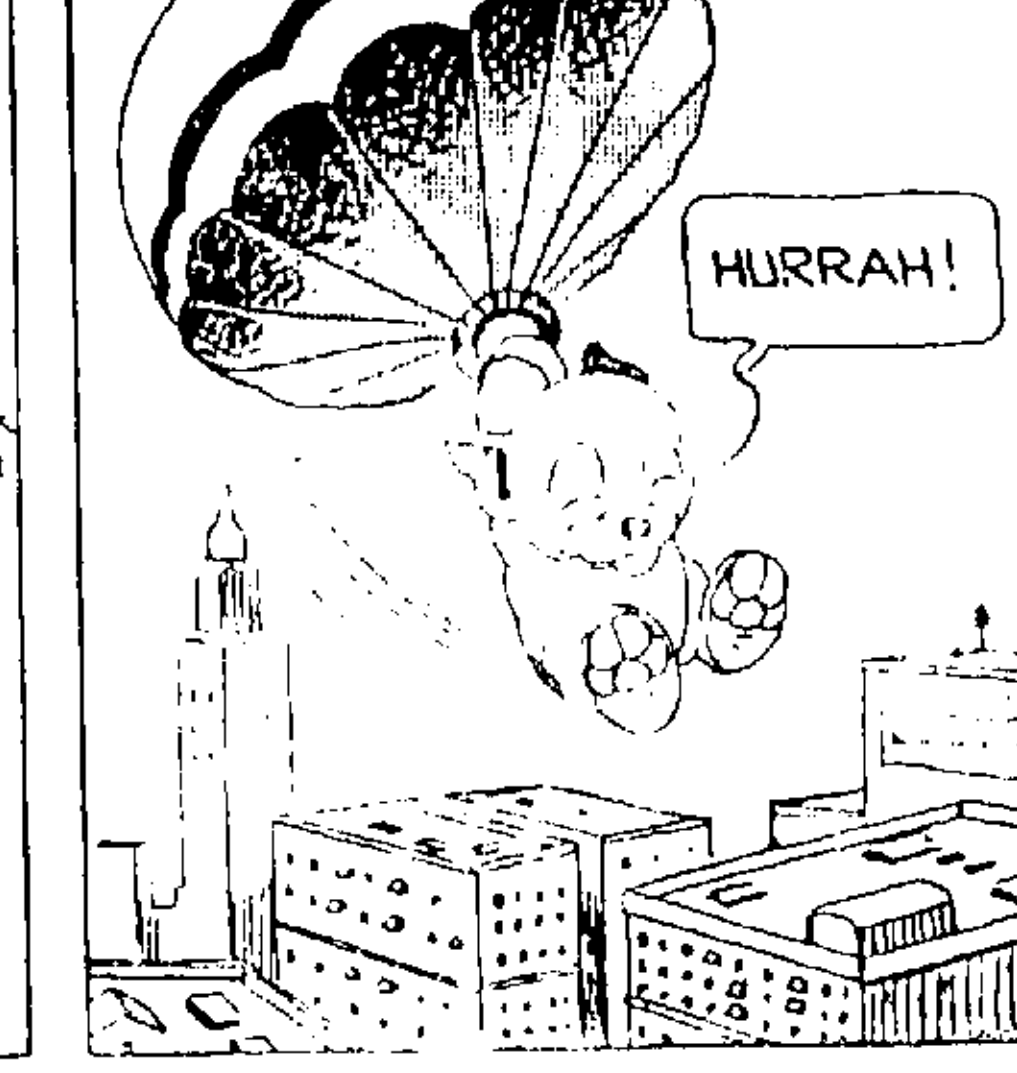
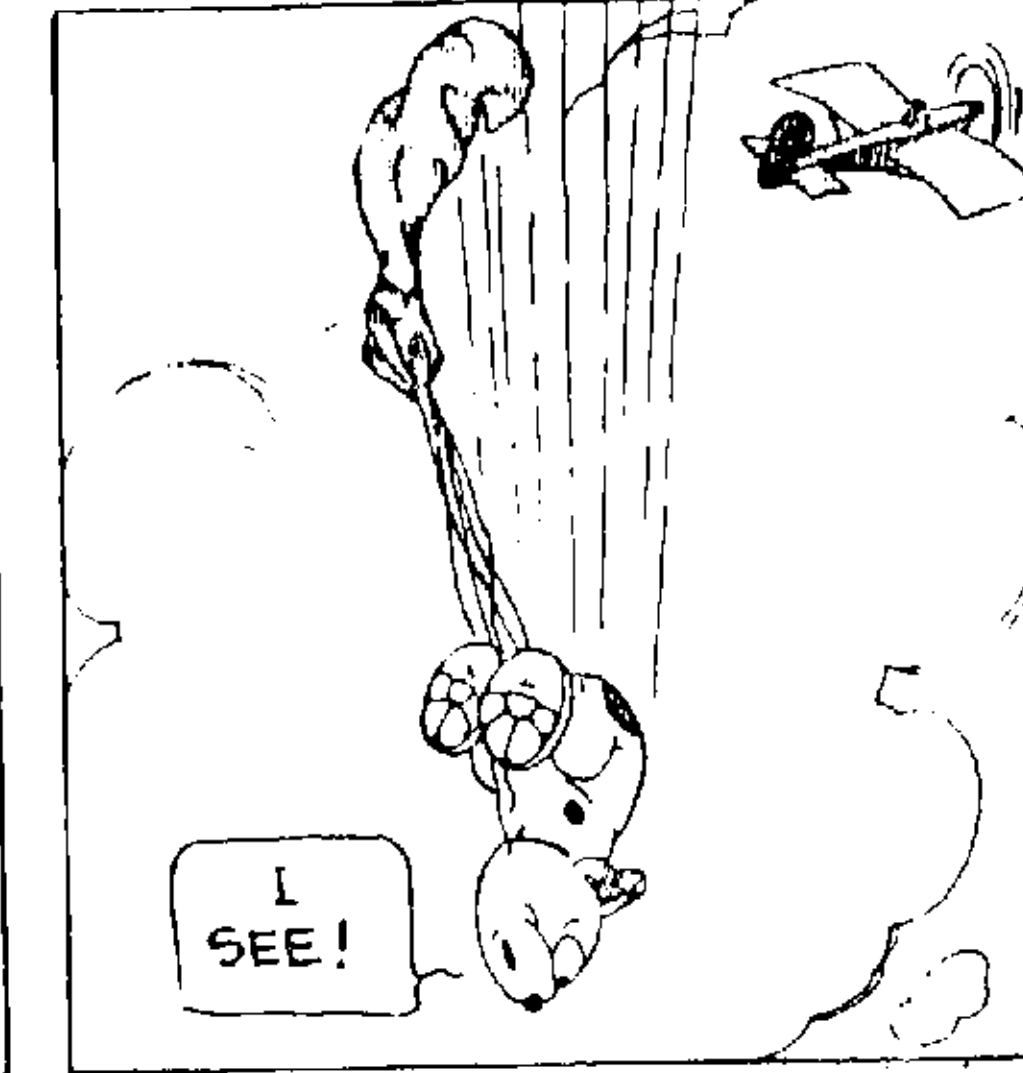
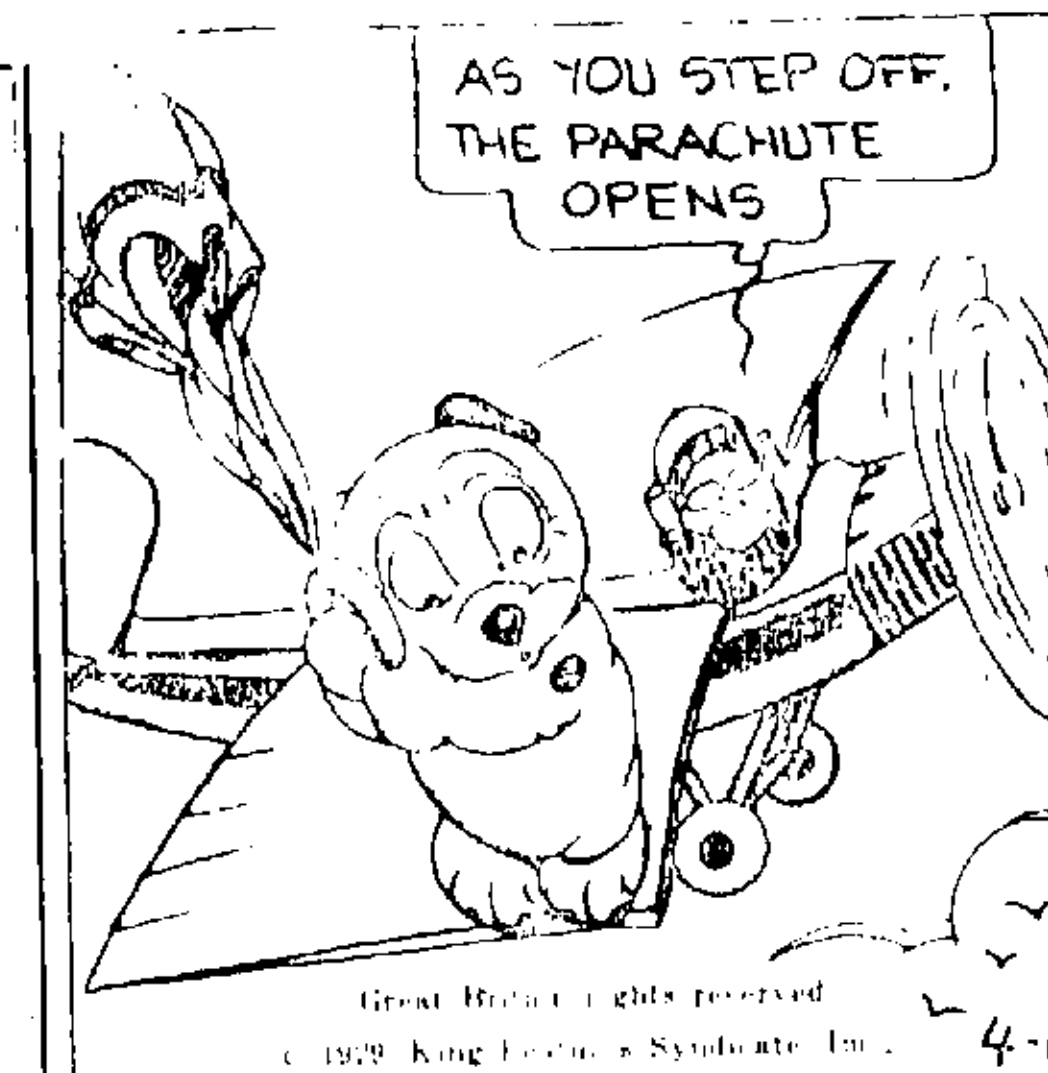
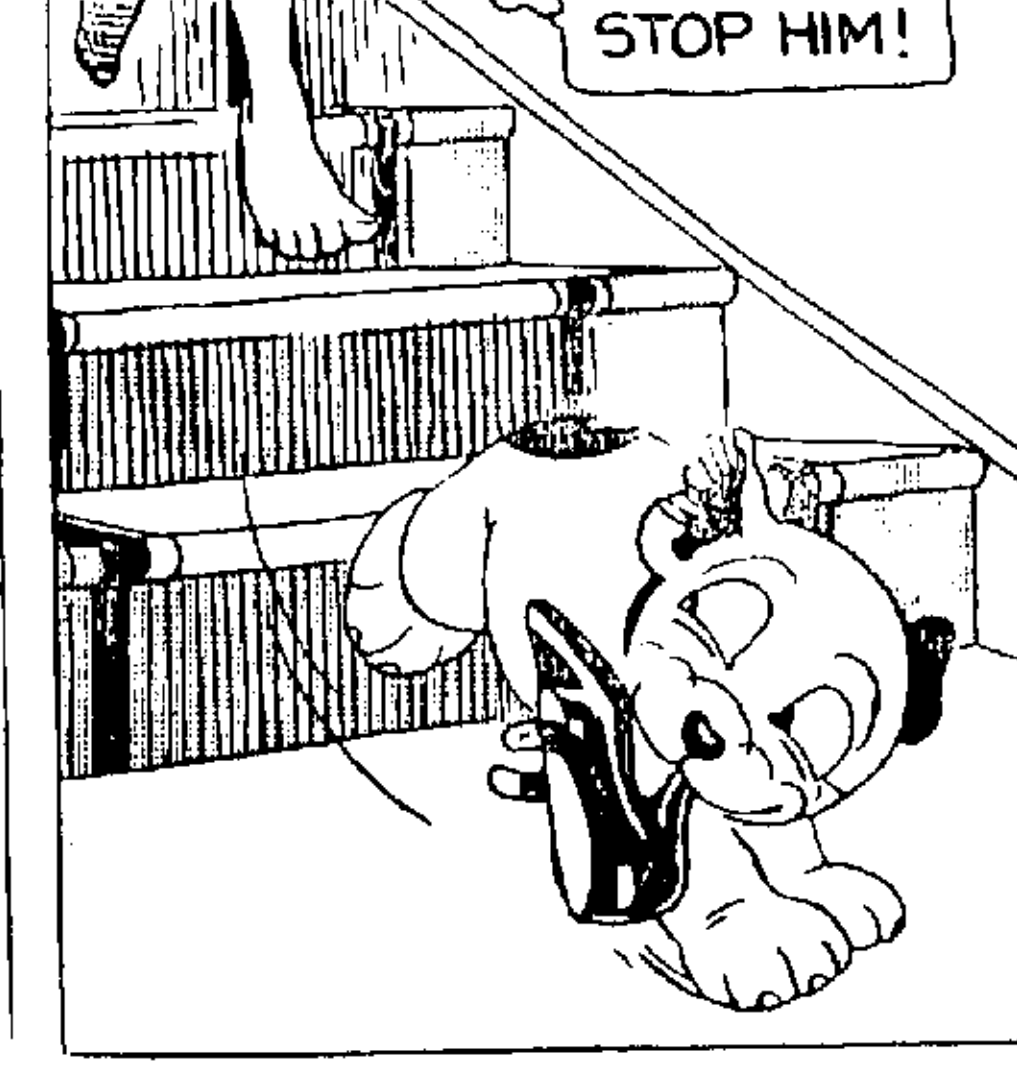
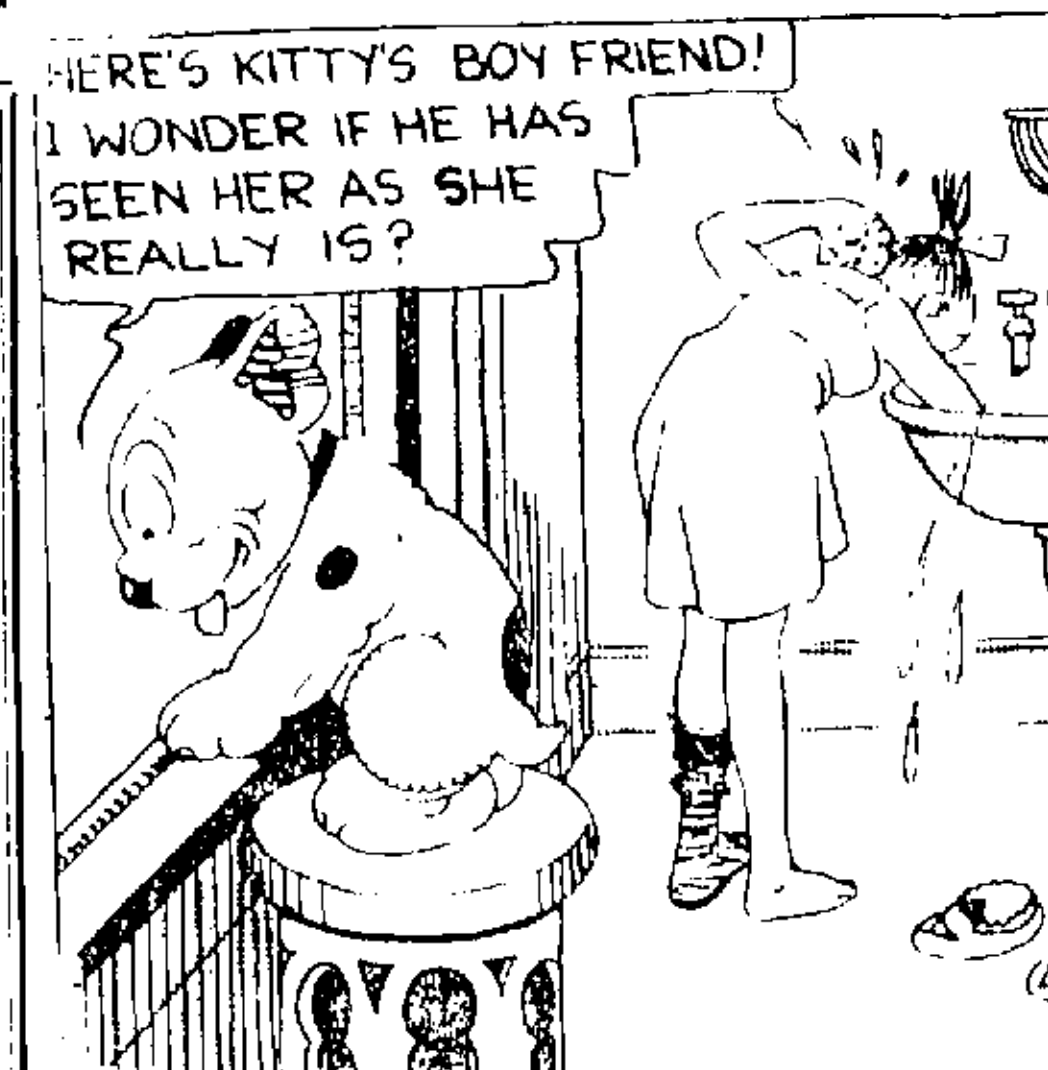
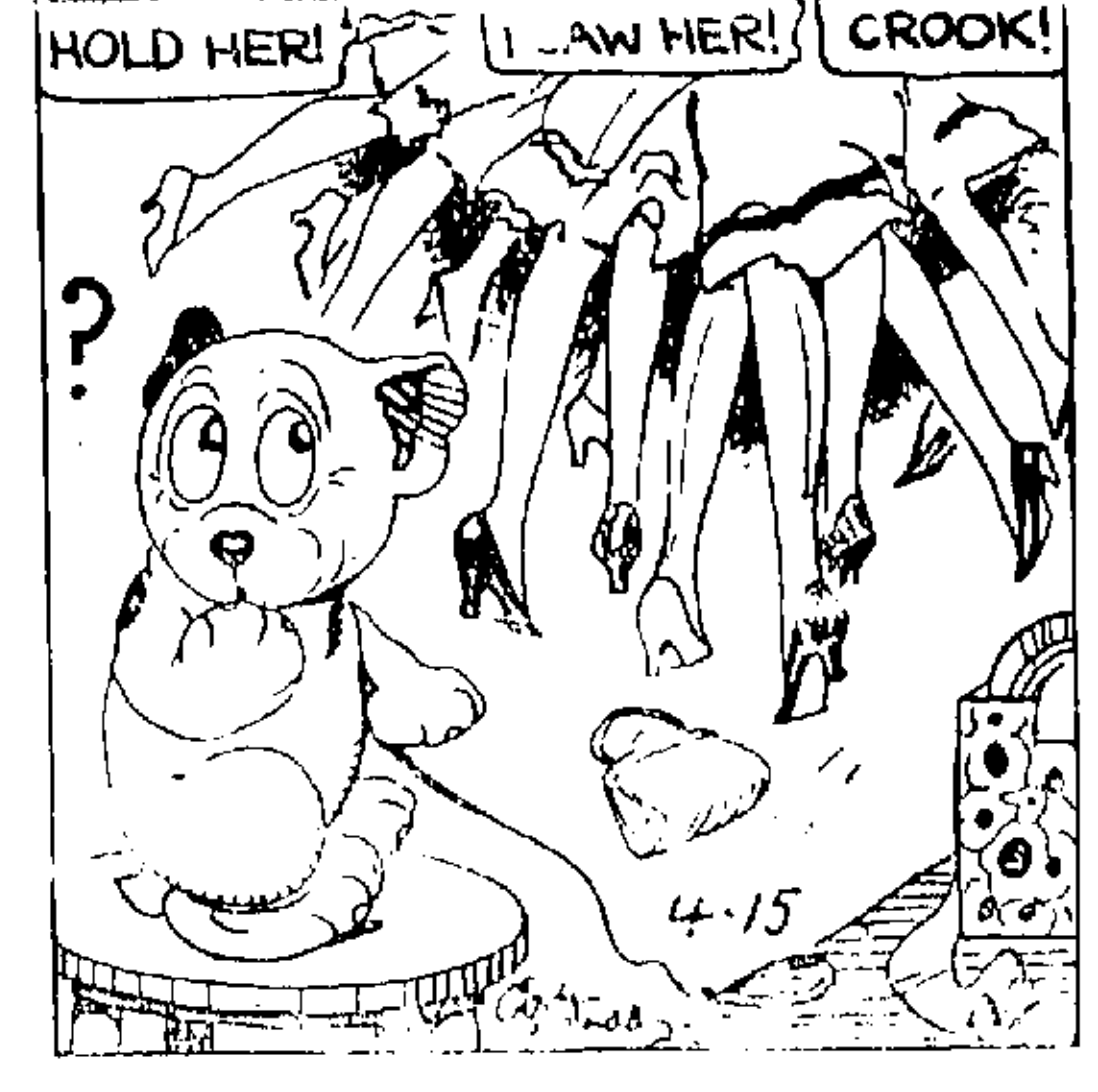
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BONZO

By George Studdy



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SUNDAY, JUNE 9, 1929.

CARGO WORKING ON
SUNDAYLAW AMENDED
LIABILITY OF MASTERS AND
OWNERS
UNUSED PERMITS

In the "Government Gazette" is published the draft of a Bill entitled "an Ordinance to amend the law relating to the restriction of the loading, working and discharging of cargo on Sunday."

Objects and Reasons

1. The First Schedule of the Sunday Cargo Working Ordinance, 1891, Ordinance No. 1 of 1891, contains the form of permit which must be used under the Ordinance. That form recites the previous payment of the permit fee. No power exists in the Ordinance to alter this form, so that it can be altered only by a new Ordinance. Payment of the fee in advance is inconvenient because it frequently happens that a permit which has been taken out is not used. In such a case the holder of the permit is put to the trouble of applying for a refund of the fee, and the Harbour Department and Treasury are put to the trouble of making the refund. It was therefore proposed to pass an amending Ordinance so as to allow for the subsequent payment of the permit fee.

A Penalty Provided

2. Under the present Ordinance a practice has grown up of returning an unused permit to the Harbour Office with an endorsement to the effect that the permit has not been used. This is for the purpose of claiming a refund of the fee. There is, however, no penalty under the Ordinance for a false or incorrect endorsement of this kind. It was therefore proposed to include in the amending Ordinance the provision of a penalty for this purpose.

3. It was subsequently found that other amendments of the Ordinance were also desirable, on the following points:—

- Section 4 of Ordinance No. 1 of 1891, deals with the hours during which applications for Sunday permits may be made. This is a matter which would more properly be dealt with by regulation, if indeed it were necessary to legislate for it at all. It is omitted both from the present bill and from the regulations in force.
- Section 6 of Ordinance No. 1 of 1891, gives power to make regulations, but that power is limited. It is enlarged in the bill. For example, power is given to the Governor in Council to exempt any specified vessel or class of ship from the operation of the Ordinance.
- Section 7 of Ordinance No. 1 of 1891 provides a penalty for contraventions of section 3 of that Ordinance, but no penalty is provided for breaches of regulations made under the Ordinance.
- The same section 7 makes "the agent and the consignee of such vessel" liable in the absence of the master. It fails to provide for the case where the ship has an owner in the Colony and no agent. Further the reference to "the consignee of such vessel" is perhaps a mistake, though a general consignee of a ship is not unknown.
- The same section 7 unnecessarily deals with the question of the term of imprisonment which may be imposed in default of payment of the fine, a matter which is dealt with generally in section 67 of the Magistrates Ordinance, 1890.
- Section 8 of Ordinance No. 1 of 1891 provides unnecessarily for the case of persons who assist in contraventions of section 3 or the Ordinance. The question of aiders and abettors is dealt with generally by section 37 of the Magistrates Ordinance, 1890.

4. In view of these further points it was decided to repeal the present Ordinance and to re-enact it with variations. Most of these variations have been impliedly explained above.

Protection of Revenue

5. The difficulty of bringing home to individuals any particular contravention of the Ordinance seems to call for some special remedy for the protection of the revenue. Clause 3 (2) of the bill, therefore, provides that if any cargo is worked on any ship contrary to the provisions of the Ordinance, the master, and the owners, charterers, (if any) and agents of the ship in question shall be deemed to have incurred a debt to the Crown equal to twice the amount of the Sunday permit fee for the ship in question. The reference in this sub-clause to "forfeiture" is inserted in order to make the debt in question recoverable by the procedure laid down in Ordinance No. 6 of 1876. It is possible that section 7 of the present Ordinance makes master and agents liable criminally even in the absence of guilty knowledge, but it is considered that the case does not justify a provision of this exceptional nature, and that it is more appropriate to make the master, owners, etc., liable to pay double the usual permit fee if the Ordinance is contravened, on the ground that it is their duty to see that the revenue is not defrauded in a matter over which they have or should have control.

Date of Payment

6. Clause 6 of the bill lays down that the fee for any given Sunday

"LIGHT" FRAUD
Conclusion of the Gifford
Case

JAIL FOR ALL THREE

The trial of Douglas Gifford, and two Chinese, who are alleged to have conspired to obtain money from a married woman and also to have intimidated her into giving them money, was concluded before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday.

Gifford was sentenced to three months' imprisonment, and a further two months, when the prosecution revealed that accused had a few months ago signed a personal bond of \$250 to be of good behaviour for six months.

A Broken Bond

Det-Serg. Fitches informed the Court that Gifford was unable to pay the bond, and also that his mother refused to do so for him. Thus, in consideration of the fact that Gifford had broken the bond, he has in all to serve five months' in jail.

His Worship said that Gifford had been convicted on the first charge—that of conspiracy to obtain money by false pretences. He regarded Gifford as the worse of the three accused, as he was an educated man. Recalling the axiom about "honour among thieves," His Worship remarked that to all appearances Gifford lacked that honour. In evidence, it had been stated that Gifford, when he saw the other accused were arrested, went up to them and pointed them out as the offenders.

With regard to the second accused, His Worship said that he appeared to have been the person who had taken an exceedingly active part in the fraud, and accordingly sentenced him to two months' imprisonment.

A Form of Blackmail

Third accused, His Worship said, seemed to have put in some honest work, and if it were not for the fact that he had attempted to extract from complainant some money, he would not have had a case to answer, and he (His Worship) would not have held that he had conspired. As it was, however, he should have known that the two other accused were not representatives of the China Light & Power Co. His knowledge of electricity, should have shown him that complainant had not stolen any electricity as was alleged. Therefore, it was very evident that he did have a part in the fraud, which was a form of blackmail. His Worship said that he regarded blackmail as a very horrible thing. Third accused was sentenced to a month's imprisonment.

NEWS IN BRIEF

Two cases of enteric fever, one British and one Chinese, were notified on Friday.

On Saturday next the members of the Y.M.C.A., Kowloon, are having a picnic to Big Wave Bay.

The offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed on Tuesday.

Mr. C. R. Spittey, chargeman, Constructive Department, H.M. Dockyard, was a passenger for Home on the P. & O. s.s. "Delta" yesterday.

The silk forwarded from here by the "Empress of Asia" on May 15 arrived in New York (St. John's Park) on June 5, having been 21 days in transit.

Lieut. G. K. Martyn, Royal Marines, sailed for Home yesterday on the P. & O. s.s. "Delta" on completion of his period of service on the China Station.

Mr. W. W. Hornell, C.I.E., M.A., Vice-Chancellor of the University, was among local residents who sailed for Home on the P. & O. s.s. "Delta" yesterday.

Mr. A. W. Salter (of Messrs. Dodwell & Co., Ltd.), with Mrs. Salter and their son left the Colony on Home furlough by the P. & O. s.s. "Delta" yesterday.

permit must in general be paid within seven days after the date of issue, but it also provides that the fee shall not be payable if the holder satisfies the Harbour Master that no cargo was received on board, loaded, worked, or discharged, on or from the ship in question on the Sunday for which the permit was issued, and if the holder shall also have complied with the law generally so far as it is relevant to the permit in question.

7. The bill proposes to repeal both Ordinance No. 1 of 1891 and the regulations now in force thereunder which appear on page 152 of the Regulations of Hong Kong, 1844-1925.

WAR LORDS' GREED
General Chen Ming-shu's
Opinions

REVIEW OF THE POSITION

Canton, June 7.
At the joint memorial service held in honour of Dr. Sun Yat-sen, on May 25 at Canton, General Chen Ming-shu, the Chairman of the Provincial Government of Kwangtung, said that the recent danger through which Kwangtung had passed, as the result of the rebellious actions of the Kwangsi generals, surpassed all past calamities.

Thanks to the able generalship of General Chan Chai-tong and to the exceptional energy shown by their co-workers and their comrades-at-arms, the enemy was shattered to pieces within a brief period and the Central Government was relieved of further anxiety over the state of affairs in this part of the country. Due honours should be given to General Chan Chai-tong for the part he has so ably fulfilled. The Chairman regretted that owing to his illness he was unable to do his utmost; but he thanked all who had co-operated with him during the crisis.

Having explained how it was through him that the Kwangsi generals Li Chung-ye, Wang Shao-hung and others had been introduced into the Kuomintang, in the hope that they might prove useful to the Party and the Government, and how they had failed to follow the path of righteousness, General Chen continued as follows:

"Besides the Kwangsi clique, there is only one other person who dares to defy the Central Government; he is Feng Yu-hsiang. He has allied himself with the Soviets; made use of the communists; destroyed communications; embezzled famine relief funds; and utilised every means under his control against the orders of the Central Government. Can such actions be prompted by patriotism or by a love for the people? The Kwangsi clique has fallen; it may be safely predicted that Feng Yu-hsiang will likewise fall. For he is not imbued with any principles, nor does he consider the welfare of the people. He has always been motivated by personal gain."

Control of Military Power
"At the close of the Northern Expedition, and upon my assumption to office in the South, I made a declaration to the effect that the militarists having been defeated and the country united, it was time to hand over all military powers to the Central Government, so that no military men could interfere with politics. In conformity with that view, I resigned from the Central Political Council and the Canton Branch Political Committee."

General Chen emphasised the importance of the civil authority as being above the military authority. The reverse situation could under no circumstances be tolerated. Such should be the case with the Central Government and also with the provincial authorities, or else the period of political tutelage could never begin.

On the occasion of his assumption of office as Chairman of the Provincial Government, General Chen declared certain principles which he was to follow, and which he would re-state, as follows:

- (1) The finances of the province must be made public; a budget must be drawn up, and the organisation of an incorruptible government must be speedily realised.
- (2) The installation of persons in public services must be made public; ability should be the only criterion, and an examination system should be rigidly adhered to.

Why Men Become Militarists
According to the Chairman, there were three factors which induced men, with military power to become militarists, namely:

- (1) Conceit and self-importance.
- (2) The desire to control territory.
- (3) The greed for financial gain.

It was General Chen's belief that the militarists of the (1) and (2) categories would not appear, because General Chan Chai-tong, being a man of loyalty and principles, would never allow such a thing to happen. But they had to guard against men of the third category, who would be filled with the desire for accumulating riches. He did not mean to say that such men were bound to appear, but Kwangtung was a rich province, and past events had shown that whoever had military power had opportunities to enrich themselves at the expense of the public.

While expressing a hope that General Chan Chai-tong would take a firm stand towards his subordinates and prevent the finances of Kwangtung from falling into the control of the military men, General Chen also hoped that the new Director of Finances would carry out his work with all sincerity and determined purpose, because the financial problems had to be solved before the political situation could be re-adjusted.

General Chen concluding his address, said:—

"The trouble with China is that military men want to interfere with politics, coupled with a desire to become rich. Unless the civil and military administrations are separated, unless the military power is handed

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THE ANNUAL MEETING

The 28th yearly meeting of Messrs. Wm. Powell, Ltd., was held in Exchange-building yesterday.

Mr. M. Manuk presided, and there were present Messrs. S. J. Jordain (Director), A. C. Howell (Secretary), and E. M. Raymond, E. J. Ainsley, H. Hampton, A. W. Brown, H. J. Ribeiro, Leung Poshan and D. K. Kharas (shareholders).

Chairman's Review

The chairman in addressing the meeting, said:—The Report and Accounts having been in your hands for the prescribed period, I will, with your permission, adopt the usual procedure and take them as read.

Since our last annual general meeting the Company has been reconstructed in accordance with the proposals mentioned in my speech at that meeting.

You will notice from the Profit and Loss Account that we have made a net loss of \$44,289.57 on the working and on the sale of stocks, etc., of the departments now closed down. In view of this anticipated loss last year, your Directors created a reserve of \$75,631.40, which reserve has now been transferred to the credit of Profit and Loss Account.

Judging by the result shown during the short time the Company has been working on the new basis, your Directors feel that the reduction of capital and the shutting down of the non-paying departments was a wise move, and the confidence placed by the shareholders in the proposals of the directors at the last ordinary and extraordinary meetings will be vindicated.

Company's Stocks

The stocks of the Company are absolutely clean, and have, where necessary, been depreciated to replacement cost.

During the financial year under review, Mr. R. L. Bridger resigned from the directorate on leaving the Colony. Your directors are indeed sorry to have lost Mr. Bridger's services, as his advice and counsel was at all times of great value to the Company.

I regret to state that your Secretary, Mr. Howell, has resigned his position, and leaves the Colony to return to England. Mr. Howell has served the Company faithfully and well, and your Directors are sorry to lose his services.

A Dividend

Your Directors propose to pay a dividend of 25 cents per share from the credit balance of Profit and Loss Account, absorbing \$10,500, to place \$10,000 to General Reserve, and to carry forward to the credit of next year's account the balance, viz., \$5,500.10.

I now beg to propose that the Report and Accounts, as presented, be adopted.

Report Adopted

The adoption of the Report and Accounts, having been duly proposed and seconded, I shall be pleased to answer, to the best of my ability, any question shareholders may wish to ask.

Mr. E. M. Raymond seconded, and the adoption of the Report and Accounts was carried unanimously.

Director Re-elected

On the proposal of Mr. Ainsley, seconded by Mr. Hampton, Mr. Manuk was unanimously re-elected a Director for the ensuing year.

Messrs. Percy Smith, Seth and Fleming were unanimously re-elected auditors for the ensuing year, at a remuneration of \$250, on the proposal of Mr. Brown seconded by Mr. Ribeiro.

The meeting terminated with the announcement by the chairman that Dividend Warrants were ready for issue.

Lieut.-Comdr. A. W. Chisholm Batten, R.N., sailed for Home on the P. & O. s.s. "Delta" yesterday. On board the ship were also a number of Naval ratings and Marines who have been relieved from service on the China Station.

Fines of \$8 each were imposed by Mr. T. S. Whyte-Smith, at the Kowloon Magistracy, on a number of Chinese women and boys for drawing water from fire hydrants. Several others who did not appear had their bails estreated.

back to the Central Government, unless civil power is placed over, and above military authority, there seems to be no hope for China. I sincerely trust that every one will understand the situation in the right light and act accordingly. I have that none of the military men can control the situation as well as enjoy the confidence of the people, will come and take over the duties of the Chairman of the Provincial Government, and make Kwangtung a well-governed province, worthy of its name as the birthplace of the Revolutionary Movement."

—Canton News Agency.

NAVAL DOCKYARD

Messrs. C. Spittey and J.
Buttenshaw Leave

FAREWELL PRESENTATIONS

Further departures of members of the staff of the Naval Dockyard on Home appointments were made the occasion on Friday evening of another farewell gathering of the Recreation Club members.

The departing members are Mr. C. Spittey, Chief Constructor's Department, and Mr. J. Buttenshaw, Naval Store Officers' Department, Kowloon Sub-Depot.

Mr. Cavanagh, Hon. Secretary of the Dockyard Recreation Club, presided, supported by Mr. S. B. Tickner, Chief Constructor, R.C.N.C., and Mr. A. J. Ashby, Deputy Naval Store Officer.

The Chairman's opening remarks were well chosen, and Mr. Tickner paid a flattering tribute to the departing member of his Staff and incidentally referred to Mr. Spittey's good services and records of sporting triumphs in the Colony. In presenting him with handsome souvenirs on behalf of the members of the Club and friends in the Dockyard he wished him all success in his new sphere of action.

Mr. Ashby, who performed a similar office for Mr. Buttenshaw, was equally eulogistic of the services rendered by their departing Club mate who had stuck to his post in spite of very indifferent health.

Messrs. Spittey and Buttenshaw suitably responded.

In typical Dockyard "Philharmonic" style, a short but pleasant musical programme was controlled by Mr. George Longyear, and solos by Messrs. Cammelford and Jacobsen were well rendered. A duet by Messrs. Ursell and Turner, "The Twin Brothers," was warmly greeted.

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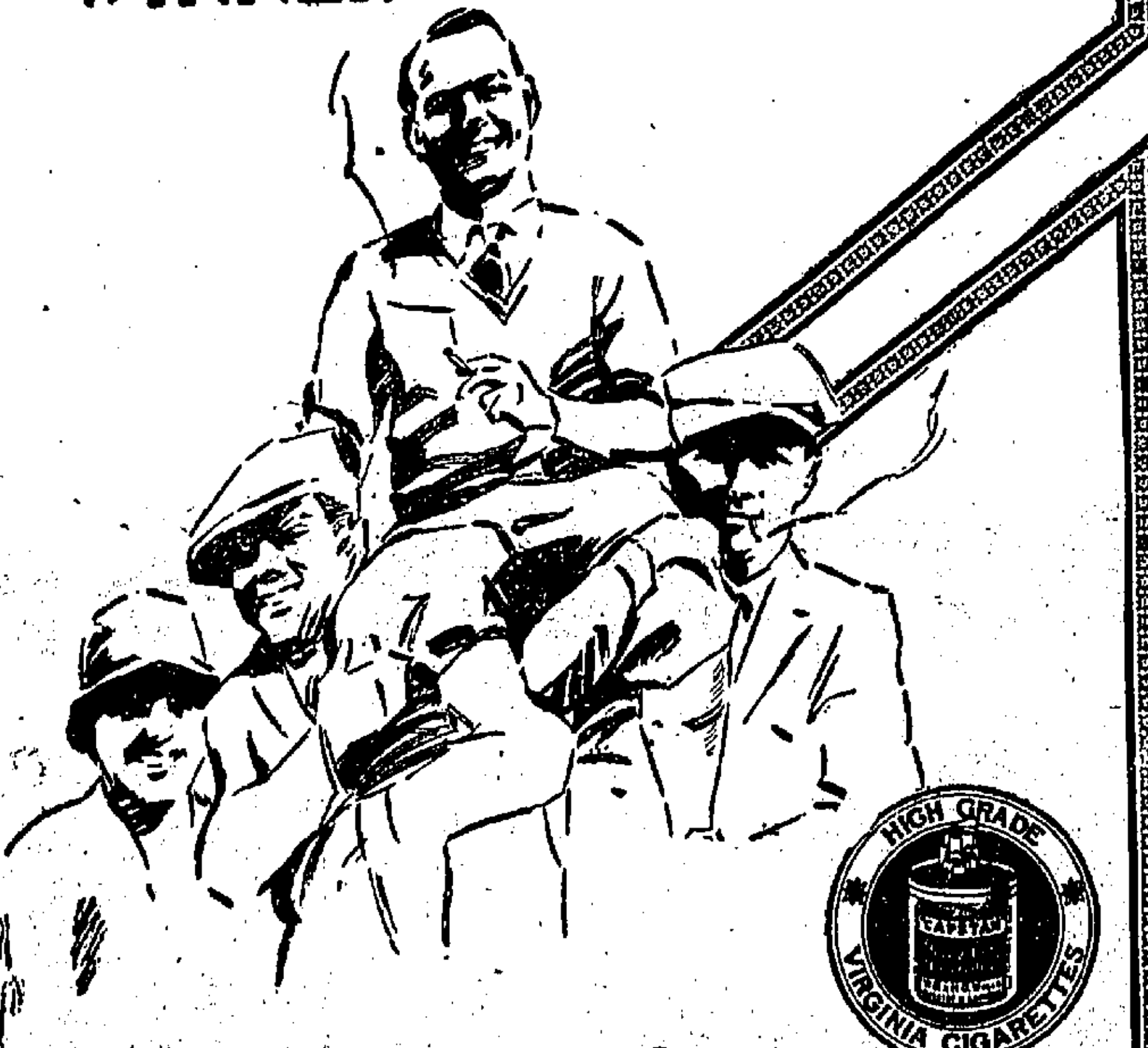
THE SECRET OF STRENGTH

OSTELIN has all the medical value of Cod Liver Oil, but none of its bad taste. In fact Ostelin is tasteless! No oiliness. No fishy smell. OSTELIN liquid should be given in drops in every baby's feed to guarantee him sound teeth, strong bones and firm flesh. OSTELIN liquid should be given in every growing child's rice soup to prevent rickets, weakness and nervousness. OSTELIN tablets should be taken by every mother-to-be to ease labour, form a strong offspring and keep mother strong, too. OSTELIN is very concentrated. A few drops or a tablet a day are all that is needed to re-establish anyone run-down or nervous through overwork, business trouble or tropical weather. Bottles are obtainable from any dispensary or compradore shop.

Ostelin is the Vitamin D concentrate in Glaxo which makes that milk powder the best available for your baby.

AGENTS—

W. R. LOXLEY & CO.
Hong Kong & Canton.

A
POPULAR
WINNER

Capstan
CIGARETTES

This advertisement is issued by the British American Tobacco Co. (China) Ltd. E.D. 904

Laughs and Thrills In The Jungle.

THE COMICAL hero of "Charley's Aunt," "Oh! What a Nurse," and "The Man On The Box" in an exhilarating comedy!—



THE EXCITING and amusing adventures of a timid youth chased by lions, kissed by a chimpanzee and pursued by cannibals in the wilds of darkest Africa!

AT THE **STAR** FINAL SHOWINGS TO-DAY
AT 2.30, 5.30 & 9.20.

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 & 9.20)

To-day and To-morrow.—Karl Dane and George K. Arthur in a hilarious new comedy, "Brotherly Love." Also, at all performances, Sam Ku West and his "Paradise Harmony Trio."

Tuesday and Wednesday.—"Riley, The Cop," the amusing adventures of a New York policeman in Paris. With J. Farrell Macdonald and Louise Fazenda. Also, Sam Ku West and his "Paradise Harmony Trio."

Thursday to Saturday.—"The Wind," a powerful drama presenting Lillian Gish in a most unusual role. With Lars Hanson and Montagu Love.

WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20)

Final Showings To-day.—"The Lone Wolf Returns," an exciting detective story. Starring Billie Dove and a large supporting cast.

To-morrow and Tuesday (at 5.15 and 9.20).—"Lovey Mary," a delightful romance, with Bessie Love and William Haines. At 2.30 and 7.15, Chinese picture, "The Wandering Songstress."

Wednesday and Thursday.—"The Divine Woman," an absorbing picture of passion and intrigue. With Greta Garbo and Lars Hanson.

Friday and Saturday.—D. W. Griffith's spectacular production, "Drums of Love." With Mary Philbin and Lionel Barrymore.

STAR THEATRE

(At 5.30 and 9.20.)

Matinees Every Saturday and Sunday at 2.30 p.m.

Final Showings To-day.—Syd Chaplin's great comedy, "The Missing Link."

To-morrow and Tuesday.—"Mockery," a vivid drama of the Russian Revolution. With Lon Chaney and a large supporting cast.

Wednesday and Thursday.—"The Garden of Eden," An intriguing comedy romance. Featuring Corinne Griffith and Lowell Sherman.

Friday and Saturday.—"Don Juan," one of John Barrymore's greatest triumphs.

"LOVEY MARY"

"Lovey Mary," is the title of the chief item in the picture programme at the World Theatre to-morrow and Tuesday at 5.15 and 9.20.

Bessie Love gives some realistic portrayals of an orphan girl who is always rough and ready but who places the love for her sister's two year old child on a higher plane than anything else. Some of the minor characters are also very good, particularly Mary Alden (as "Mrs. Wiggins") and the original Miss Hazy who uses window curtains for her bridal veil.

Lon Chaney will be seen in the most remarkable role of his career in "Mockery."

"THE WIND"

An Epic Story Of The West

LILLIAN GISH

Lillian Gish has, perhaps, the most powerful role of her career in "The Wind," which will be screened at the Queen's Theatre from Thursday to Saturday.

It is a story laid in huge vistas with the gigantic forces of nature driving a woman almost mad. It is a role in which, almost crushed under the weight of hardship and the incessant roar of the wind, she is called upon to sacrifice the only remaining thing she holds dear in life. Then, just as the wild beast protects its young, she is transformed into a veritable tigress, in one of the most remarkable dramatic climaxes the screen has ever seen.

It is probably the greatest achievement in characterisation in her history.

The story is Frances Marion's adaptation of Dorothy Scarborough's sensational novel of the southwest "wind country." Miss Gish plays a delicately nurtured Southern girl suddenly thrust into the hardships and the elemental passions of the pioneer life.

Lars Hanson, famous Swedish actor, gives a splendid performance in the principal male role, as a primitive cowboy who loves the delicately nurtured girl and saves her at last from a grave situation. Montagu Love, Dorothy Cummings, Edward Earle, William Orlamond, Carmencita Johnson and others appear to splendid advantage directed by Victor Seastrom.

"THE DIVINE WOMAN"

Greta Garbo's Striking Role

Greta Garbo is the leading player in "The Divine Woman," which will be screened on Wednesday and Thursday at the World Theatre.

The story is somewhat unusual and concerns the adventures of a theatrical star who, sickened by the homage paid her by wealth and royalty, returns to her first love, a royal soldier and deserter from the French army. The picture is full of tense and thrilling incidents and Greta Garbo is said to be more alluring than even in her difficult part; her vibrant and magnetic personality standing out brighter than ever. Adapted from the novel "Starlight" by Gladys Younger, the story has been given a lavish production by its eminent director Victor Seastrom, and is told in excellent manner by the large supporting cast of players.

"Olympia," by Ferenc Molnar, produced at the Empire Theatre in New York last year, and previously at Budapest, has been purchased as a starring vehicle for John Gilbert.

The star is now at work in Tolstoy's "Redemption," directed by Fred Niblo, with Conrad Nagel, Eleanor Boardman, Clair MacDowell, Tully Marshall, and other noted artists in the cast.

A replica of the Hotel Eden, from which the picture gets its name, was constructed by United Artists workmen for "The Garden of Eden." Budapest streets were thrown up and a Monte Carlo thoroughfare arose, as if by magic.

A ceremonial dance of head-hunters in the trackless African jungle is one of the extraordinary features of "The Missing Link."

The Cinema Page

WORLD THEATRE

Gripping Mystery Film Showing To-day

The thrilling mystery melodrama, "The Lone Wolf Returns," showing for the last time to-day at the World Theatre, is one of the best adventure attractions that has come to the screen for some time. Bert Lytell who created the role of the "Lone Wolf" on the screen some years ago, is the star. He gives a wonderful performance. Billie Dove plays the feminine lead charmingly, giving a really talented performance in a difficult role.

The story, which is an adaptation by Columbia Pictures of the fifth and last of the famous Louis Joseph Vance "Lone Wolf" adventures, takes treats of the escapades and regeneration of Michael Lanyard, international character of the nether world, and connoisseur of milady's jewels.

The supporting cast consists of Gwen Lee, Alphonse Ethier, Gustav von Seyffertitz and Freeman Wood. Excellent portrayals of their respective roles are given by these popular players.

JOHN BARRYMORE

A Great Romantic Actor's Triumph

When John Barrymore first appeared on the screen, there was something casual about his performances that made one doubt if he was taking his picture work seriously. Doubts vanished with his performance of "Beau Brummel," and then "The Sea Beast" proved convincingly that he was superbly in earnest as a screen star.

But it has remained for "Don Juan," the chief film at the Star Theatre on Friday and Saturday, to demonstrate that Barrymore is as great on the screen as he is on the stage. No more thrilling individual performance can be recalled than his playing as the greatest of all lovers.

Arrestingly handsome in the Renaissance costumes of the days of the Borgias, he fairly blazes his way through scenes of gorgeous splendor to a memorable triumph. He is surrounded by a score of noted players, among whom Mary Astor, Estelle Taylor, Helene Costello, Phyllis Haver, Montague Love and Warner Oland stand out.

DOUBLE BILL

To-day's Splendid Programme At Queen's

POPULAR COMEDY DUO

Football, as played in a reform prison, supplies the fun motivation in "Brotherly Love," a hilarious comedy which will be shown to-day and to-morrow at the Queen's Theatre.

In this new Metro-Goldwyn-Mayer comedy feature, a broad satire on "reform" prisons, the gridiron rivalry between jails provides many amusing situations.

Dane, as the guard, tries to eliminate Arthur, a convict, from his scheme of romance by having him pardoned on the eve of the big football match with the rival

THURSDAY AT QUEEN'S



MONTAGUE LOVE AND LILLIAN GISH IN "THE WIND"

institution. Determined to be in the game to win the girl he adores, Arthur seeks new felonies to commit. Complications then bring Dane and himself into the coils of the law and he is sent to prison.

When the big game is played within the prison walls Dane and Arthur fight a duel for the fair lady's hand with touchdowns and tackles. They both win the game. But Arthur gets the girl, played by Jean Arthur (no relation to George). Edward Connelly and Richard Carlyle are in the supporting cast, which also includes many other popular players.

Sam Ku West and his Paradise Harmony Trio will appear during all performances in an entire change of programme.

SYD CHAPLIN

"The Missing Link" at the Star

To-day's big comedy at the Star Theatre, "The Missing Link," presents Syd Chaplin in a diverting role altogether different from the parts he has played in his other famous successes, "Charley's Aunt," "Oh! What a Nurse," and "The Man on the Box." Beginning as a discouraged poet, desperately afraid of animals, through a ludicrous series of mishaps, he is carried off on the same liner as a famous big game hunter sailing for Africa to capture the ferocious "Missing Link." Through further comical incidents, Syd is compelled to pose as the big game hunter. When they arrive in Africa the fun begins in earnest. What with the natives, the savage jungle denizens and the terrifying "Link" itself, Syd has a very busy time of it, with plenty of thrills and laughs. Love causes another complication, and Syd must vindicate himself in the eyes of the girl, which he does in amazing manner. "The Missing Link" will be screened for the last time to-day.

GRIFFITH FILM

"Drums of Love" For World

D. W. Griffith's "Drums of Love" will be shown at the World Theatre on Friday and Saturday next. In making the picture Griffith desired most of all to emphasize the great love theme of Francesca da Rimini upon which the photoplay is based, and also to interject into the screen version enough colour to make it appear universal—in other words, he wanted romantic realism. Griffith has patterned his present photoplay on the successful formula which made "The Birth of a Nation" the great picture it was. "Drums of Love" has the same ingredients of spectacular splashes of action, with the addition of emotional passages that are fated to be named among the finest examples of acting on the screen.

The dramatic work of Mary Philbin, Lionel Barrymore, Don Alvarado and Tully Marshall is said to be outstanding as is the comedy performance of William Austin who is also prominently cast.

THE COMEDY TEAM'S LATEST LAUGH RIOT!

KARL DANE
GEORGE K. ARTHURin
BROTHERLY LOVE

A Metro-Goldwyn-Mayer Picture

SAM KU WEST AND HIS PARADISE HARMONY TRIO

ENTIRE CHANGE OF PROGRAMME

AT THE

QUEEN'S TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.

FAST!

FUNNY!

FURIOUS!

THIS is a college comedy with a new twist—for all the players are inmates of a "reform" prison!

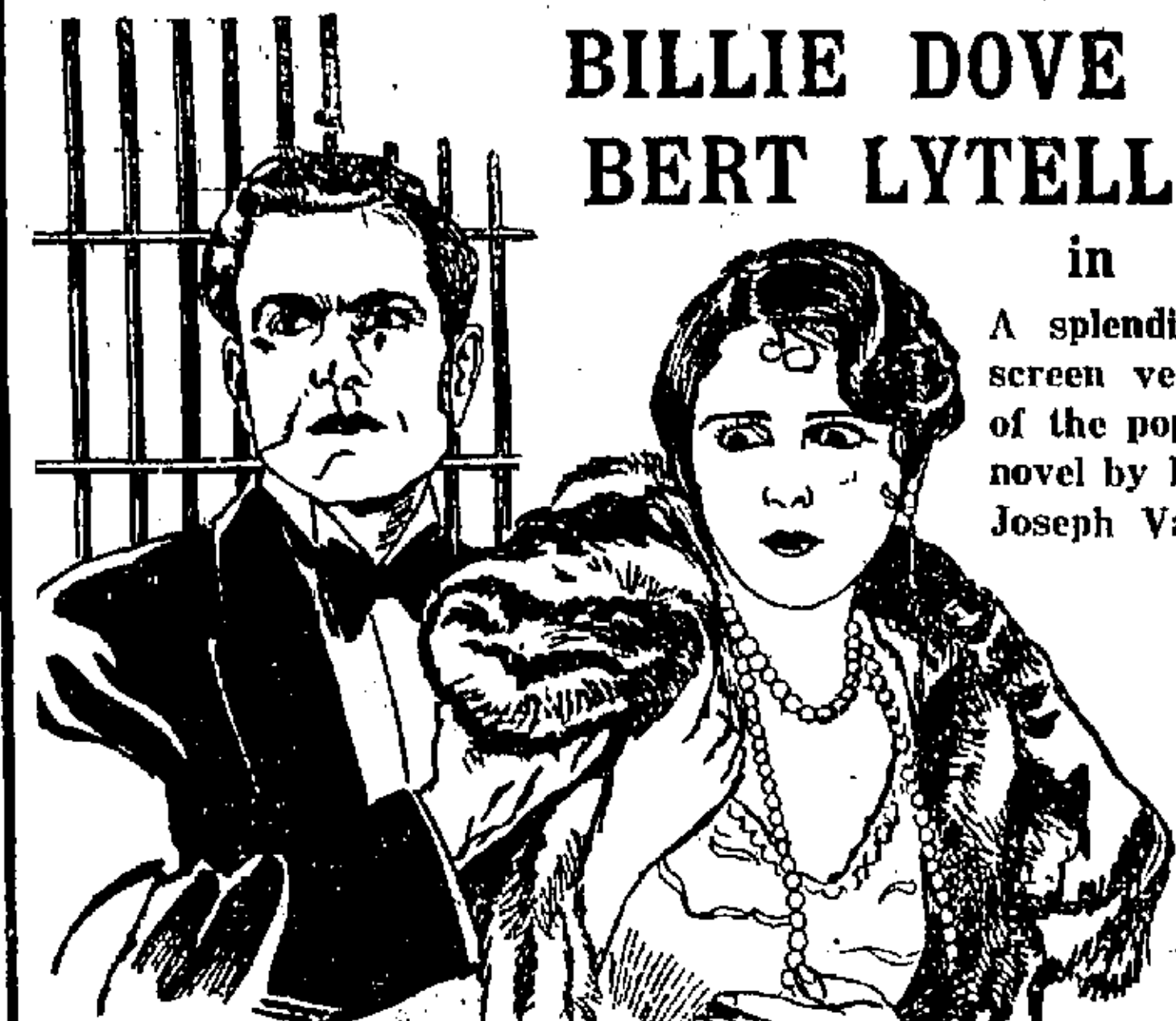
Dane and Arthur's best comedy since "Rookies"!

Based on the story "Big Hearted Jim"

AN AMAZING MYSTERY DRAMA!

BILLIE DOVE
BERT LYTELL

A splendid screen version of the popular novel by Louis Joseph Vance.

**"The LONE WOLF RETURNS"**AT THE **WORLD** FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.20.

"RILEY, THE COP"

A Policeman's Holiday In Paris

J. FARRELL MACDONALD

"Riley, The Cop," is the title of a new comedy which will be shown on Tuesday and Wednesday at the Queen's Theatre. J. Farrell Macdonald, in the starring role, is cast as a jolly New York patrolman. He is sent to Paris to bring back a prisoner. Instead, he finds a fun-loving, beer-garden girl and meets with startling adventures. Nancy Drexel and David Rollins, two popular young players, also have important parts to play. Louise Fazenda, the famous comedienne, is at her best in many hilarious scenes with Macdonald in the frothy backgrounds of Munich and Paris. The picture contains some excellent bits of photography taken on the continent.

Farrell Macdonald will be remembered for his splendid acting as "Jiggs" in "Bringing Up Father," which was recently shown here.

Sam Ku West and his Paradise Harmony Trio will appear at all performances in a new programme.

Movie Correspondence

"H.N."—Victor McLaglen, the cinema actor, was born in London in December 1885, and spent his boyhood in South Africa where his father was Bishop of Claremont. He and his five brothers were all over 6 ft. 2 in. in height. One of them was killed in the war.

When he was only 14, he succeeded, thanks to his stature—he is 6 ft. 4 in.—in enlisting in the Life Guards. A few years later he was a silver miner in Cobalt, Canada, and became the boxing champion of the Eastern provinces of the Dominion. In Vancouver he had a six-round contest with the black pugilist, Jack Johnson, which ended in a draw. Later he fought at the National Sporting Club in London. With his brother he took part in the gold rush at Kalgoolie, Australia.

On the outbreak of the world-war all the brothers enlisted in England. Victor served in Mesopotamia with the Royal Irish Fusiliers, rose to be captain and was made Provost Marshal of Bagdad. During his war service he won several army heavy-weight championships.

"D."—Buster Keaton is due here shortly in "Spite Marriage," his latest picture.

"F.A.N."—"Drums of Love" is showing again at the World Theatre on Friday and Saturday next.

The Cinema Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

Some remarkable new camera innovations will be found in D. W. Griffith's "Drums of Love."

CHARM

(By Anita Page)

"Charm is an influence more than an attribute. It may be attained by cultivating the friendship of those whom we adore for that simple reason, because they are charming. I do not mean that one may take it on as they might a bit of clothing, but environment has a great deal to do with it."

"I have always adored Norma Shearer. She has a certain magnetism which captivates immediately upon beholding her, not only upon the screen, by which medium she has gained countless admirers, but even on the street, in every day life. She has either learned or unconsciously acquired the art of charm."

"I am a little skeptical as to whether beauty and charm run hand in hand, although it does seem that where you find one you often find the other. I am not assuming this as a criterion, however for the personality of the individual has everything to do with his or her attractiveness."

"Even clothes come secondary, for I know many very charming people who lack the niceties of life, but still retain a personality which endows them with charm. Strange as it may seem, they could be wearing a gingham apron and upon leaving after a lengthy visit I could not truthfully say what they were wearing."

"I do think that mannerisms have a lot to do with the impressions inadvertently formulated of one. If there is one characteristic about a person which is unpleasant or distasteful it is quite certain they will hold no appeal or charm for you."

"Naturally everyone admires and is seeking the better things in life and by keeping this ever before you your very associations will automatically add to your charm. If you are the least bit idealistic you may even impress people with your attitude and personality which may be developed by your own methods."

"MOCKERY"

Drama of the Russian Revolution

"Mockery" which comes to the Star Theatre to-morrow, is a vivid drama of the Russian revolution, with Chaney in the strange role of a hermit-like peasant thrust by an odd trick of fate into the heart of the struggle between peasantry and aristocracy. The hopeless slavery of the serfs or peasants is contrasted against the life of aristocrats, and the conflagration that changed the destiny of a nation forms the background for a remarkable drama of love and sacrifice.

Barbara Bedford plays the heroine of the story and Ricardo Cortez is seen in the romantic lead as the young officer she loves. Charles Puffy as a sinister revolutionary, Kai Schmidt, Mack Swain, Emily Fitzroy and others of note are in the cast.

The picture was staged on a large scale, with homes of the aristocrats, strange Russian village inns and other lavish detail vividly depicting Russia at the time of the revolutionary struggle.

Syd Chaplin, star of "The Missing Link," was born in Cape Town, South Africa, of theatrical parents, and was educated in London. At twelve he was producing and managing plays at school, and at sixteen he made his first public appearance in a military drama.



WHAT MEN SEEK

Gospel of Mastery and Victory

The necessity for presenting Christianity with the freshness of good news and for appealing to man's craving for a gospel of mastery were points emphasised by the Rev. Thomas Phillips, the new president of the National Council of the Evangelical Free Churches. Dr. Phillips delivered his inaugural address at the annual assembly at the City Temple.

Men, Dr. Phillips declared, were seeking for reality, security, and mastery, particularly mastery. They wanted a religion that would make them lords of life and masters of circumstances. The gospel of mastery and victory would never be out of date.

"Life," Dr. Phillips said, "is a five-barred gate, and the only way to take it is with a tilt and a jump. There is always the possibility of breaking your neck with a fall, but better break your neck and go to eternity an undefeated soul than lead your horse through a cushy gap. To live dangerously you must regard death as a trivium."

"I want speak of the greatest difficulty of my ministry and what I believe to be the crucial problem of the modern Church. I have preached the Gospel, but I have had great difficulties in presenting it as glad tidings of great joy to all people. Somehow or another in this latter day its freshness has

been wilted, its gladness dimmed, and its splendour faded into the drabness of the common day.

If I could only preach as I wanted I would send every congregation away with the light of joy in their hearts and the light of courage in their eyes. But frequently they go away blasé and unconcerned, relieved that the week's religious taxes are duly paid. I cannot comfort myself with the thought of the total depravity of my congregations. The blame is not only theirs. I cannot escape from the exasperating fact that it is in the nature of men everywhere to hasten to hear good news wherever proclaimed. It is a sheer impossibility to keep them away. If I could catch the gladness of grace the people would hasten to hear me.

Passion for Reality

"So, I ask with wistfulness, is there anything in the Gospel of the grace of God which comes as cool water to a thirsty soul, as good news from a far country to the modern mind? I think that every man cries for three things—reality, security, and mastery.

"So great is the modern man's passion for reality that he has lost even his sense of mystery. Before his voracious avidity for actuality, conventions, or ends, standards, landmarks, everything gives way. He does not pause on the threshold of the holy of holies. He tears the curtains aside, he hurries the doors asunder, he even rifles the sacred ark.

"The desire for a sense of security has since the war grown poignant and pathetic. No one seems sure that his job is going to last, or that his business is going to stand. You superciliously laugh at the Salvation Army, and all the time you

are trying to salvationise your own material affairs.

"Many men crave for reality, most men want security, but all men crave for mastery. It is the impulse behind the early movements of the child, it is the inspiration behind the highest exploits of civilisation.

"All men want a religion that can make them lords of life and the masters of circumstances. The gospel of mastery and victory will never be out of date. A man cannot possibly be a physical giant and a spiritual pigmy. His destiny is to have the mightiest dominions in his own soul. Soul dominion is his prerogative and right."

Principal Sydney Cave, addressing the council on the subject of "Forgiveness," said that the Father whom Christ revealed was not the dear old daddy of the modern home, to be cajoled and ignored.

Dr. S. H. Berry, speaking of the idea of Heaven, said that sometimes one feared that it had been made more incredible because the pictures of it suggested by conventional religion were too childish. Real men and women had felt little desire to exchange the realities of earth for the unrealities of heaven or caricature.

The Bishop of London was a speaker at the afternoon meeting. In introducing him, Dr. Phillips said: "For twenty-three years I was in charge of a church in the Bishop of London's diocese, but I could not get him to see me once. This afternoon he has come to see us."

The Bishop said that he had made it his object during twenty-eight years in London to draw together all who loved our Lord. "We know perfectly well," he went on, "there are things that keep us apart. At the Lambeth Conference we considered things to bring us together. We are holding another next year, and if that fails we will try another."

"Nine-tenths of what I believe you believe; and nine-tenths of what you believe I believe. We all believe in the Incarnation, the Atonement, and the Holy Trinity." (Cheers.)

LIFT UP THINE EYES

I will lift up mine eyes unto the Hills:
From whence cometh help for all my ills.
How heavy is the burden how slow the tread,
Of one bound to Earth toiling for bread.
Take him to look upward toward the Light
Throw off worldly cares with all thy might.
Be not of earth—earthly Take mental flights
Free from the body Soar to great heights.
Till ceases to be drab 'Tis coloured gay
The Soul grows larger, stronger each day.
Life will be worth living its secret bare
So lift up thine eyes for God is there.

—W. P.

Hong Kong.

CHURCH NOTICE

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]
Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, 11.15 a.m.

Subject: "God The Only Cause and Creator."

The Sunday School is held on Sunday mornings at 10 o'clock.
Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address, open—
Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5.30 to 7 p.m.
The Public is cordially invited to attend the service and visit the Reading Room.



"Curfew" War

Rival interests are rapidly moving into position for the big fight which is coming to abolish Dora, the grand-motherly legislation which prevents Britons from enjoying their leisure as they please. On one side are Sir William Joynson-Hicks, Sunday observance zealots, and a section of shop assistants who profess to prefer a shopping "curfew" to a shift system or a daily "eight hours" to suit local convenience. The other side consists of day-workers who find the shops closed against them when they get home in the evening. Conservatives who resent licensing restrictions on their clubs, and the pleasure-loving public who want Sunday theatres. This section is yearly reinforced by the growing army of British holiday visitors to the Continent who return fired with enthusiasm for the Continental Sunday. More coal has lately been added to the conflagration by the extension of the "Come to Britain" movement. Business men who are supporting it maintain their wealthy foreigners cannot be expected to visit this country unless restrictions, many of which are based on century old religious prejudices or 18th century industrial scandals, are abolished.

Rafts or Boats

"Life-raft or life boat, Sir?" This is the question which may shortly be asked Overseas fortune-hunters as they sail, for ship-owners are to discuss a modification of the "boats for all" rule at a conference in London. Most people would plump for a seat in the lifeboat in case of shipwreck, but according to seamen who ought to know, the second choice may be wiser. One of them

pointed out that when a ship lists suddenly it may happen that some of the boats are submerged and cannot be launched, whereas during the war life rafts were found to be more effective in emergencies. They cannot fill with water, submerge, nor capsize. This idea is not to abolish lifeboats, but to substitute a proportion of rafts for them. To carry both apparently, would add too much dead weight.

Dilatory Solicitors

A protest against the action of solicitors concerned in cases which have been put into the list in taking no steps to be ready for the trial was made by Mr. Justice Rowlatt in the King's Bench Division. "The position is," he said, "that hundreds of cases appear in the lists, and then applications for postponement of the hearing are made, with the result that the Cause List utterly misrepresents the state of public business and confuses everybody. Nobody knows when a case will be heard, as it is impossible to tell how many cases there are before it. It is a shocking state of affairs." His Lordship refused to postpone the hearing of a case, remarking: "The solicitors make up their mind to interrogate when the case is coming into the list, and then they have the nerve to come and ask that the case should stand out."

Plane in Submarine

A small aeroplane that has been specially built to fit into a submarine is one of the secret exhibits that will be revealed for the first time at the International Aero Exhibition to be opened at Olympia by the Prince of Wales in July. The machine is the out-

come of some years of experimenting, and is one of the most modern developments of air-craft science. Several other Royal Air Force machines which have hitherto been kept secret will be on view at Olympia.

Lord Derwent

Lord Derwent, a descendant of John Parker, secretary to the great Duke of Buckingham, died from an attack of pneumonia at Hackness Hall, Scarborough. He was 77 years old and was popular as a sporting peer. He held the mastership of the Derwent Hunt, was a keen patron of cricket, and for a number of years was captain of the Ganton Golf Club. The heir to the title is Mr. George Harcourt Johnstone, who is in the Diplomatic Service at Madrid, and who is the second son of the late Hon. Edward Henry Johnstone.

No "Blind" Signatures

It is often wrongly assumed that the only political function of the Crown is to sign documents submitted to it. Certain matters, of course, he so summarily dismissed, but hardly a week normally elapses when Parliament is sitting, that His Majesty does not give audience to one or other of his ministers to discuss points arising in their administrations. And so far as the signing of documents is concerned, even if constitutional etiquette demands ready acquiescence, His Majesty is strongly adverse to any suggestion of signing "blind"; to use a phrase familiarised by government inquiries into discrepancies in official accounting. The Royal prerogative is so much a part and parcel of our law, that His Majesty is deeply conscious of the trust that reposes in him. His advisers know this, and make a point of keeping His Majesty fully informed of the progress of all measures which will eventually be submitted to him to decree as law.

Pelted by Barrie

Mr. Shaw's residence in the Adelphi, where he did much of his

best work, is still haunted by tourist devotees, chiefly from the other side of the Atlantic. But their idol has fled. He now lives in a modern apartment house facing the Thames, a little farther west. Never again will he be subjected to the mischievous activities of his neighbour, Sir James Barrie, who still occupies a top floor flat at the end of Adelphi Terrace. On one occasion when "G.B.S." was giving a dinner party, he was greatly annoyed by the noise of certain small objects striking the window panes with great force. He said a good many bitter things about the type of small boy that frequents the Terrace at night. As a matter of fact, the culprit was Sir James Barrie, who, in one of his impish moods, stood at the window of his flat, and bombarded his neighbour on the other side of the street with well-aimed nuts.

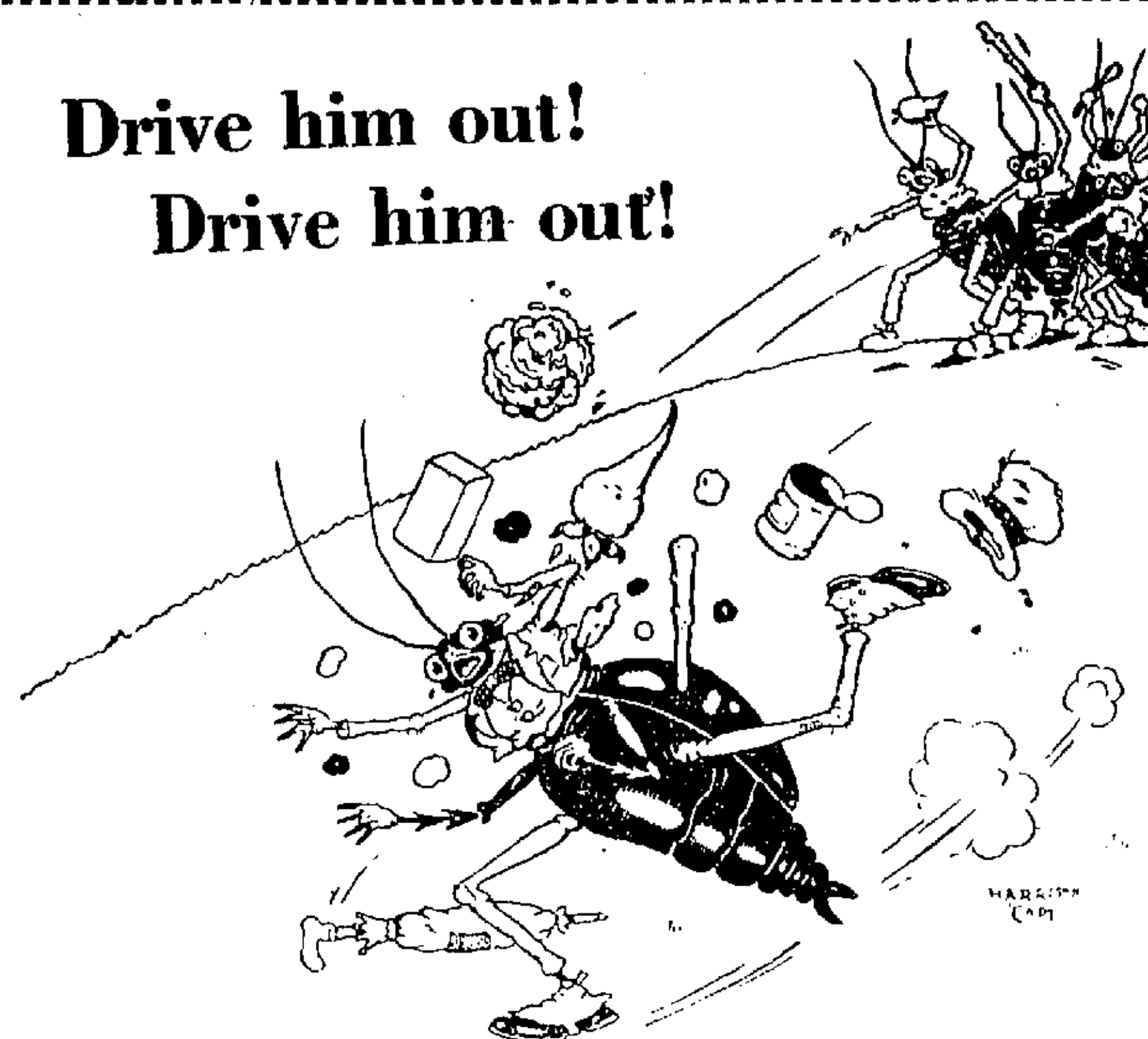
Naval Veteran Visits King

A septuagenarian, Mr. William King, who was a shipmate of His Majesty when the latter was a midshipman in H.M.S. "Bacchante," recently wrote to the King recalling old associations, and was invited to visit Craigwell House, where, carrying his log book and photographs of the "Bacchante," he was received by Their Majesties in the grounds. The King and Queen shook hands with him and chatted for 20 minutes. Their Majesties presented him with an autographed photograph of the King in Admiral's uniform. Mr. King subsequently said: "The King was very nice and jolly. We laughed and talked of the days when we were boys together and I used to pull him ashore in the Captain's cutter."

BUSINESS OPPORTUNITY.

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Drive him out!
Drive him out!



He'll exterminate us all! He stepped in Peterman's!

RIGHT; He will exterminate them all!

Peterman's Roach Food exterminates every roach in your house.

It enters roaches from their hiding places. They carry it on their legs and bodies back to their nests. They wriggle over all the others there, over their young and their eggs.

Every one dies and disintegrates. No odor. Nothing is left but a little dry dust.

Don't try to fight roaches with a spray. No spray can possibly reach the roaches, the young and the eggs far behind the baseboards and under the floors.

Peterman's has the right insecticide for each insect. On sale wherever drugs are sold.

Only the right powder can do that. Peterman's Roach Food is the right powder. Here is the right insecticide for each insect:

PETERMAN'S ROACH FOOD

Exterminates Cockroaches

FLYOSAN KILLS

Mosquitoes and Flies

You must have a specific insecticide for each insect. No single insecticide will exterminate them all. We have had nearly 50 years' experience. We know that is true.

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As usual, the week's news—both "local" and "China"—is fully given in the "Overland," which is the only illustrated weekly news budget published in Hong Kong. And the pioneer pictorial art supplement of the Colony is still given gratis with the "Overland."

In the political field, readers are told how the latest stage of the war between Canton and Kwangsi has progressed, with the fall of Wuchow, and also how the situation affecting Marshal Chiang Kai-shek and the "Christian General" is developing up North.

Make sure you get the "Overland" to send to your friends. But read the announcement in the front page of this issue to ensure the addressee receiving it.

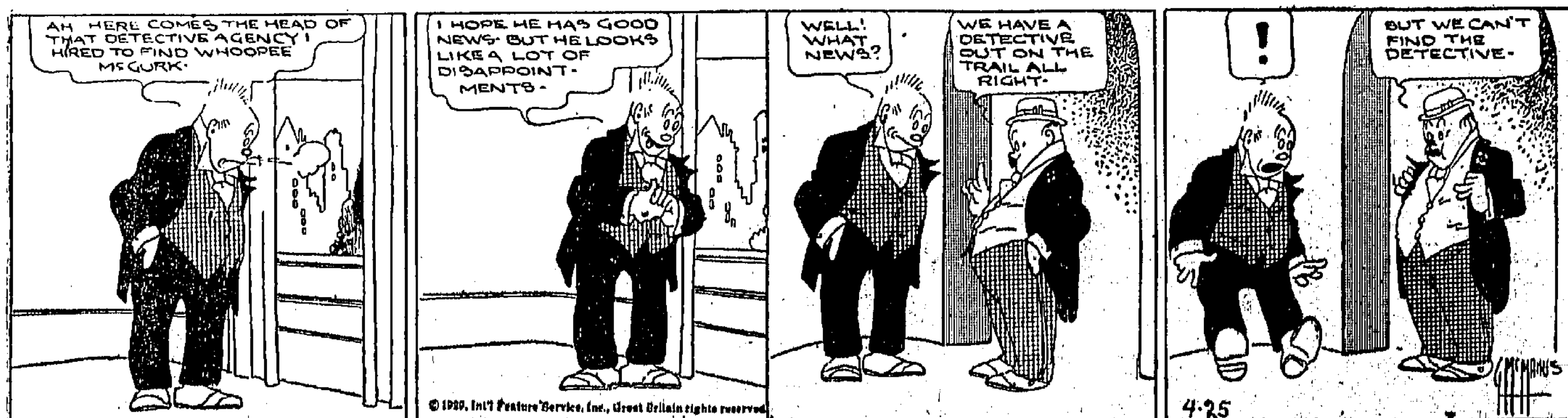
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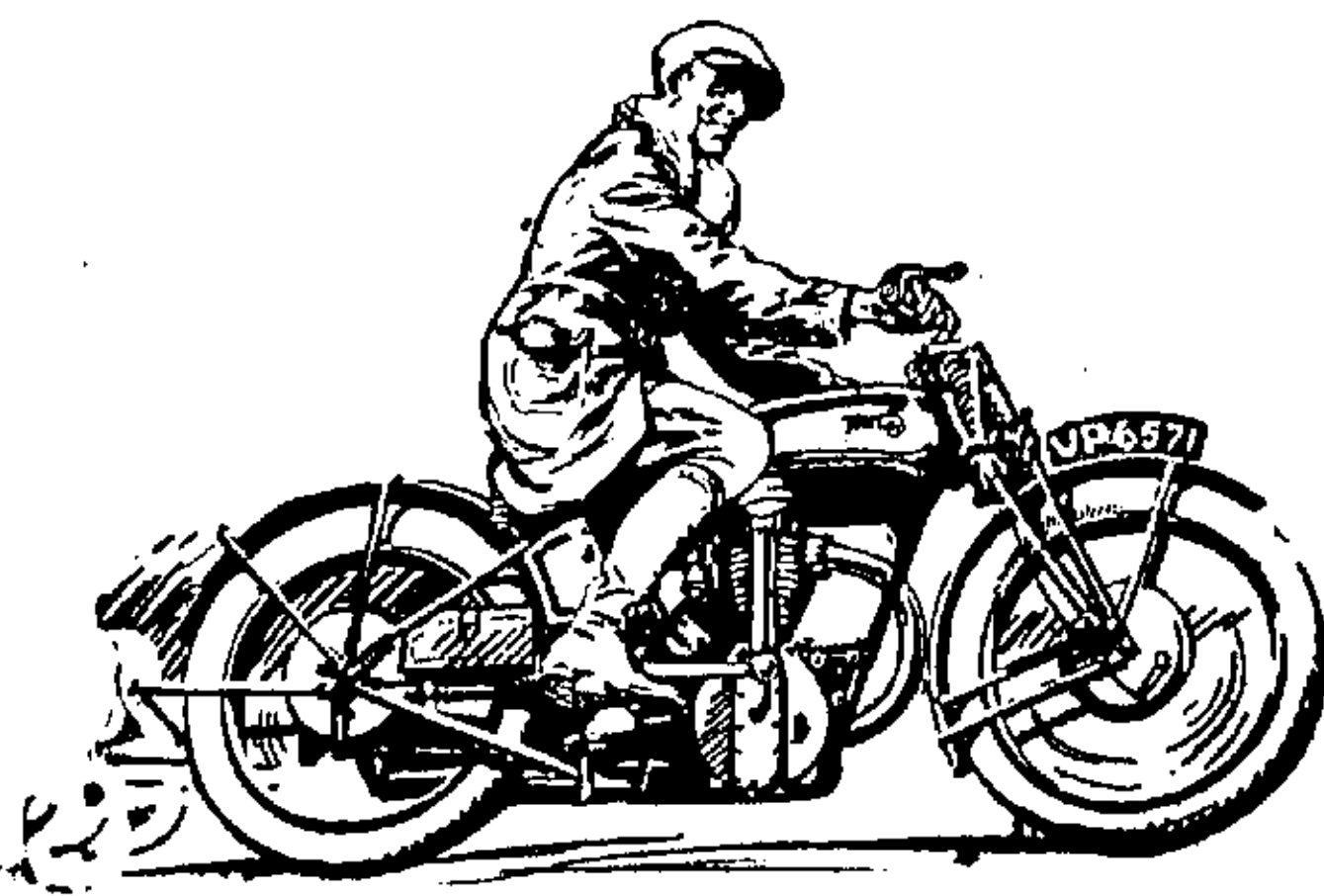
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"THE OVERLAND CHINA MAIL"



MOTORISTS THIS IS YOUR PAGE

First In the World's Classic Races!



NORTON MOTOR CYCLES

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FAMOUS ENGINE
The Most Difficult and Dangerous
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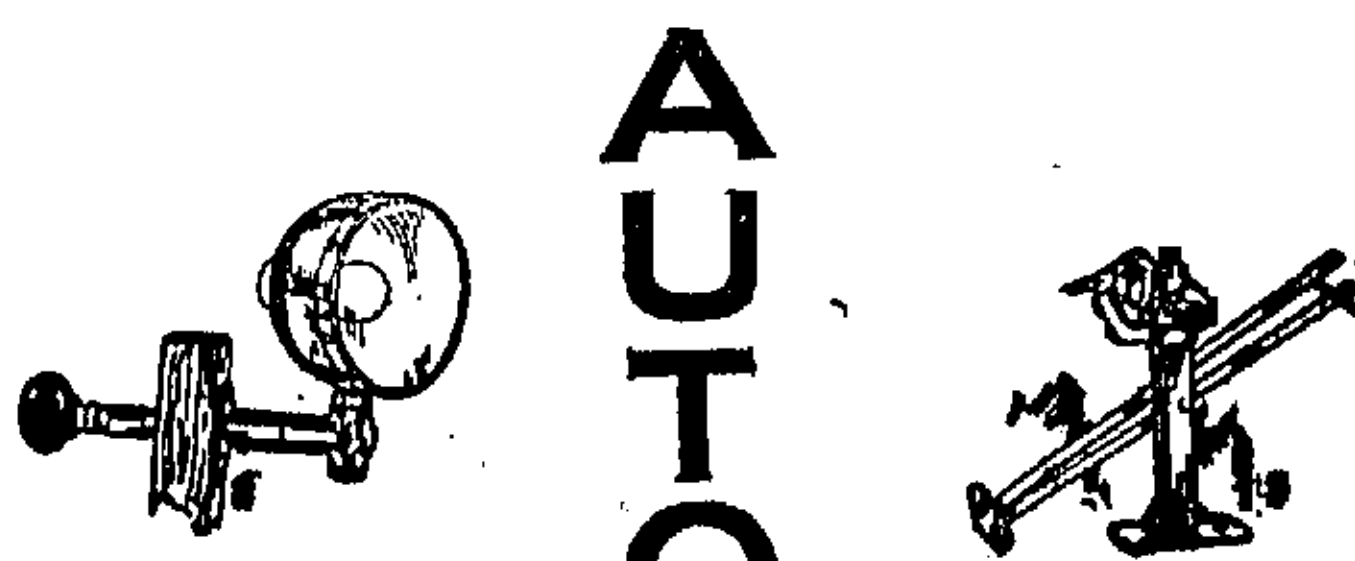
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OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Collecting London's Refuse

It is possible to gather some idea of the magnitude of the problem of the collection of house and trade refuse in London from figures quoted recently in "Motor Transport." These show that about 1,200,000 tons of refuse involve annually 64,000,000 calls at 770,000 premises.

Better Ventilation Needed

A badly ventilated bus or coach may easily result in as much loss of custom as inferior rolling stock, uncomfortable seating, or a schedule that is never maintained, says "Bus and Coach." Ventilation is a subject that demands careful consideration and investigation when the body is designed, and not after it has been completed. It is up to the operator to insist that the designer gives the matter more attention than he does at present.

The Anti-Dazzle Problem

Considering the anti-dazzle problem from all points of view, "Motor Transport" is of the opinion that all interests are best represented by some form of anti-dazzling lamp equipment that does not depend upon any controlling action by the driver, who may not feel inclined to study the convenience of other road users.

More Petrol From Coal

A new low-temperature carbonisation works will shortly be opened in the North of England, says "Motor Transport." They will be capable of carbonising 1,500 tons of raw coal per week, and the weekly output will include nearly 3,000 gallons of motor spirit.

The Future of the Bus and Coach

"We do not believe that any one form of traffic can be adopted to the exclusion of every other form, but we do believe that the bus and coach have an immense future compared with which the extent to which they are at present used is comparatively trifling."—"Bus and Coach."

Progress

A writer in "Bus and Coach" points out that the first long-distance coach service was started between London and Bristol before chassis were built especially for passengers by the majority of manufacturers, while pneumatic tyres were by no means the rule. Now, four years later, Great Britain is covered with a network of long-distance routes worked by coaches in which the passengers travel almost as comfortably as in a first-class railway dining car at a fare that is exceptionally low in comparison.

Cheapest Car in the World

"The Rolls-Royce Bulletin" contains a letter from a Madrid owner:—"I have spent a few days witnessing the last touches being given to my chassis and have been truly impressed with the skill of the mechanics, electricians and all those who have taken part in the repair. At my request they dismantled various parts with the object of showing me the mechanism, and if hitherto I have looked upon the Rolls-Royce as the best car in the world, after seeing the care with which its various parts are fitted I do not wonder at the fame achieved, and consider that it is the cheapest car in the world."

Reducing the Standing-Idle Time

"Motor Transport" draws attention to the satisfactory results to be obtained from the use of demountable bodywork on lorries, which, when fully loaded, can be lowered from the chassis frame to the ground or raised from ground level to the travelling position. The principle employed enables a vehicle to pick up in a few minutes a load of brick, for example, convey it to its destination and unload it with equal facility, so that it can return at once for another load. By continuing this process the standing-idle time during the day is negligible, whilst the whole of the loading and unloading operations are carried out without employing extra men, for this work can be done by the driver.

The Influence of the Operator

"The modern bus or coach chassis is, from the standpoint of design, becoming more and more the product of the operators."—"Bus and Coach."

Diesel-Engined Buses for Britain?

It would be premature, in the opinion of "Bus and Coach", to state that the Diesel engine has fully demonstrated its suitability as a power unit for passenger-carrying vehicles. Nevertheless most of the difficulties associated with its application to road transport have been overcome, and the writer of a letter in a recent issue of the journal expresses the opinion that Diesel-engined buses will be running in service on British roads within six months.

"Baby" Challengers

Admirers of the very small British motor-car will be intrigued to learn that three "Baby Austins" have entered for the great road race near Belfast on August 17 for the "Daily Mail" £1,500 prizes and the R.A.C. Tourist Trophy. According to the official handicapping these cars will receive five laps start. The circuit is 13 3/4 miles long and has to be covered 30 times. The "baby" cars will have to compete with some of the world's most powerful machines. Super-charged 7-h.p. Austins have, however, exceeded 80 m.p.h. on the track, and with their handicap they will be serious rivals to the more powerful cars in this wonderful race. Their big advantage will be in fast cornering. The course bristles with sharp turns that slow down the heavier racing cars.

More Beautiful Cars

The present trend in car design is towards the beautiful. One of the essentials of a modern-day car is good lines. In the olden days people were thankful to get a reliable engine; lines and looks were of secondary importance. But nowadays cars are becoming a joy to the eye; bodies are being slung lower, waist lines are being heightened and wings given a more graceful outline. The vogue of the fabric saloon has introduced many smart bodies, and a number of models nowadays incorporate a box or trunk case on the back, which harmonises very well with the general lines if proper care is taken. Such a car as the Arrol-Aster Six or "Straight-Eight," for instance, is typical of to-day's, or we might even say to-morrow's, fashionable designs. Low hung, with a sloping screen, eliminating dazzle from the rear, a high slender radiator, bowl-shaped lamps and wings which give the suggestion of speed and grace without sacrificing their shielding properties. This is undoubtedly the design of the near future, and Arrol-Aster are to be commended for foreseeing it. It gives the car that individuality which many manufacturers try to create, but which few succeed in capturing.

Britain's Municipal Vehicles

In its recent municipal transport number "Motor Transport" drew attention to the very high stage of development reached in Britain in respect of the application of motor vehicles to the requirements of local authorities. In no other country have manufacturers and users co-operated so extensively and successfully to produce highly specialised vehicles, the result being that the means are available for carrying out all forms of municipal transport in an efficient and economical manner.

Motor Cycle Speeds

The results of the Colmore Cup Trial, the most important one-day trial of the motor-cyclist's year, were illuminating. They showed, for instance, that ice and snow—even if the latter be of trifling depth only—can make tracks more difficult to negotiate than can mere mud and slush; for those who won first-class awards were few and far between. The times in the acceleration test, in spite of the film of ice which covered the measured stretch, compared very favourably with those of previous years. This indicates that improvements in the gripping qualities of tyres have been made and probably, also, that manufacturers generally have arrived at a better weight distribution on their latest models; without these improvements wheel-spin must necessarily have made the times very much slower than in the past. An outstanding performance was that of G. Wright, on a 349 cc. Humber, who tied for second place, regardless of engine size, in 9.2.5 secs., beating even such riders as the redoubtable Jimmy Simpson. Wright, indeed, made fastest time in the 350 cc. class by 2/5 secs.—a small enough time, no doubt, but indication of "super-pep" in his engine.

Pope's Novel Car

The Pope's new automobile from the Fiat Works at Turin, which was sent recently, is a spacious touring car, intended to be used for ordinary travel outside State occasions by his Holiness. The car is luxuriously fitted with four seats at the back, and two in front for the chauffeur and attendant. The Pope's seat at the back is in the form of a fauteuil, and the trimmings inside are of amaranth and crimson-coloured silk specially manufactured in Venice. The other three seats at the back are so arranged that their occupants will not sit with their backs to the Pope. The cushions are covered with red velvet, and on the floor is a rich fawn-coloured carpet. The six-cylinder motor develops 40 h.p. On the outside is the Papal crest, and inside is a medallion in gold of St. Christopher, the work of a Roman goldsmith.

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QUICK TRANSPORT

Commercial 6-Wheelers
For The Army

MECHANISING BATTERIES

Considerable attention is now being given by the War Office to speeding-up the various transport sections of the fighting forces.

Perhaps the greatest developments in this respect have taken place in the transport of artillery. For this purpose, after exhaustive trials covering all possible conditions of service, the rigid six-wheeler has proved eminently suitable.

In June, 1927, the Artillery Transport Co., Ltd., of Copmanthorpe, York, was formed for the special purpose of supplying vehicles for hire to the Territorial Army.

Rigid Frame Vehicles

The type of vehicle selected for the purpose was the medium capacity rigid-frame six wheeler, and a number of Carrier machines were purchased. Naturally, these were built to War Office specifications.

Already the company has mechanised batteries of artillery at Caterick, Strensall, and on Salisbury Plain.

Trials were recently carried out at Strensall, when drivers of four mechanised West Riding field batteries studied the theory and practice of driving, and received instruction in the repair and maintenance of six wheel vehicles.

Officers from brigades and divisions in other parts of the country watched the tests with close interest. They were surprised at the dexterity with which the drivers, whose 11 days' training was only half completed, were able to manoeuvre the big six-wheelers over the marshy ground.

Apart from mechanising batteries of 18 pounders, the Artillery Transport Company propose to use six wheelers for mechanising howitzer batteries of the Medium Brigade. For this purpose orders have been placed for a further 20 Carriers.

Municipal authorities are among the largest users of commercial motor vehicles. The transport work of local authorities has in fact been revolutionised in recent years by this new development.

Here is an example of the development as far as one authority, the Westminster City Council, is concerned.

In 1907 the first order was given for a petrol lorry.

The fleet now consists of: 17 3½-ton lorries, 14 2½-ton lorries, a 2-ton low-loader, three sweepers, a 2-ton public health van, a van and four light cars.

It is pleasing to note that in the majority of cases British-made vehicles are used. The immense variety of purposes to which local authorities put the heavy motor is well illustrated in the current number of the "Commercial Motor," which devotes a whole edition to municipal transport.

Here are a few examples taken at random:

Sentinel street sprinkler.

Vulcan hydraulic tipping wagon.

Bean refuse collector.

Fowler street-washing wagon.
G.V. electric refuse collector.
Morris-Commercial 250-gallon
are engine.

Commer lower wagon.
Dennis gully emptier.
An Austin ambulance.

This list shows in some degree the enormous scope of this young industry. The list does not include the many varieties of passenger-carrying vehicles in use in municipal services.

Messrs. A. J. Stevens, the well-known motor-cycle manufacturers, are new-comers to the commercial motor industry. Profiting by experience gained in the construction of side-car chassis, they have extended their operations and have produced a chassis suitable for motor omnibuses or lorries.

A six-cylinder overhead-valve engine is used, capable of developing 54 b.h.p. at 2,000 revolutions. The pressure-fed lubrication is by gear pump with a silent chain drive to camshaft, magneto, dynamo and water-circulating pump.

The clutch is a 14-in. single-plate dry-plate type, so placed as to be easily accessible.

The gear-box is integral with the engine, and provides four forward speeds.

The road springs are of chrome vanadium steel. Specially designed dampers are fitted as standard. Brakes are operated by the Dewandre vacuum servo system.

It will be seen from the above brief details that the new A.J.S. chassis is built on the best modern private car principles.

Tests of the new chassis have been carried out over many thousands of miles in the Peak District of Derbyshire, where hills are steep and abundant.

The Prince of Wales, recently visited Chiswick to see how London's motor omnibuses are maintained in perfect condition. After inspecting some of the old horse omnibuses, he saw in detail how the omnibuses, that come in from their penneys, are stripped down to the bare bolt and then completely rebuilt for further service.

The Prince was impressed by the use made of moving conveyors for expediting the works through the shops, and was very interested in the method adopted for painting the bodies. He also saw drivers going through their "skid-ding" course on the famous grease track at Chiswick.

The already large number of Guy vehicles operating in South America has now been supplemented by a shipment of Guy 30-cwt. chassis to Buenos Aires.

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RAIL MOTOR COACH

Cheaper Than Steam
& Toxin

The Fiat Company of Turin, world-famed as motor car manufacturers, has recently introduced an interesting rail motor coach equipped with a six cylinder vertical Diesel engine developing 180 horsepower, which is used to generate electricity and drives the coach through electric motors coupled to the axles.

This self-contained unit is very much more economical than either steam or electricity on lines having comparatively light traffic. There is no costly installation, as in the case of electric traction; the Diesel engine requires only one driver, and there is not a big dead weight of fuel and water.

The coach is nearly 60 feet long over the buffers, it accommodates 58 passengers, has a luggage compartment, a postal compartment, and a lavatory. It can be driven from either end by one man, the controls being similar to those of an ordinary tramcar. The weight in full running order is 44 tons, the maximum speed is 35 miles per hour, and the maximum gradient that can be climbed with a full load is 1 in 25.

Tests carried out under working conditions showed that this new coach cost five times less to work than a steam train of similar capacity, so that a frequent service can be maintained at a comparatively low cost.

DAZZLE PROBLEM

Demonstration Not
Encouraging

Those who attended the anti-dazzle demonstration in Richmond Park seem to be agreed that it was interesting but not very encouraging. The dazzle problem remains unsolved. It can be dodged by dippers on the one side and by special glasses or screens on the other. But the night driving motorist wants all the road illumination he can have, and the lamps which will give him that without dazzle have still to be invented.

Says a Home writer: I have recently been trying another form of anti-dazzle screen, the Andre, sponsored by the firm which markets the Hartford shock absorber. This is of a pattern common to most of these now well known devices, a screen roughly oblong in shape, with a spring control to hold it either vertically across the line of the driver's vision or horizontally above his eye-level.

But the Andre has some special attractions. Three rubber "impets" attach it to the windscreen, about the simplest form of attachment conceivable, and the screen is no more than a piece of fine-mesh wire neatly framed in a black beading. This wire is curiously effective in cutting out dazzle, while leaving the driver still able to see through it.

You can't yet expect all cars to have dipping lamps and you should not encourage the pernicious practice of dimming. An anti-dazzle screen is practically an essential accessory and the Andre is cheap, simple, and efficient.

UP TO DATE!

Burglars To-day Drive to
Work

THE NERVE OF IT!

The ordinary professional man of 1929 still goes to his work in the same manner as he has done for years—by train, tube or omnibus.

Sometimes he is sufficiently affluent to go to and from his office in his own private car.

But the crook of 1929 travels to his work neither by train, tube nor omnibus. Nor does he go to work in his own car.

He merely appropriates some one else's for the space of a few hours.

It is all so simple. The crook has a job of work to do, and a speedy method of trans-



Flashing down the speedway at the rate of 212 miles an hour, Captain Malcolm Campbell, British motor racing driver, set a new world's record for speed on a five-mile course at Vennewick Park, Cape of Good Hope.

port is necessary to carry it out properly. He searches for a likely looking car which has been left outside someone's front door while the owner pays a visit, and drives off.

No More "Fences"

The car is then officially reported to the police as having been stolen.

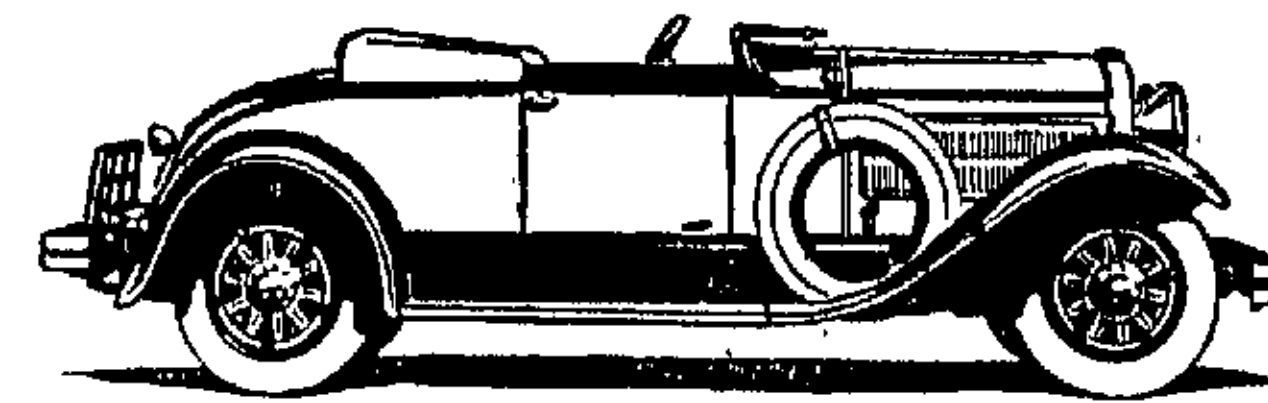
No doubt the crook would consider this a harsh world. In his view, he has merely "borrowed" it for a few hours, although, of course, pressure of business will prevent his returning the car to the spot from where he "borrowed" it.

It will be found eventually by the police abandoned in some out-of-the-way spot.

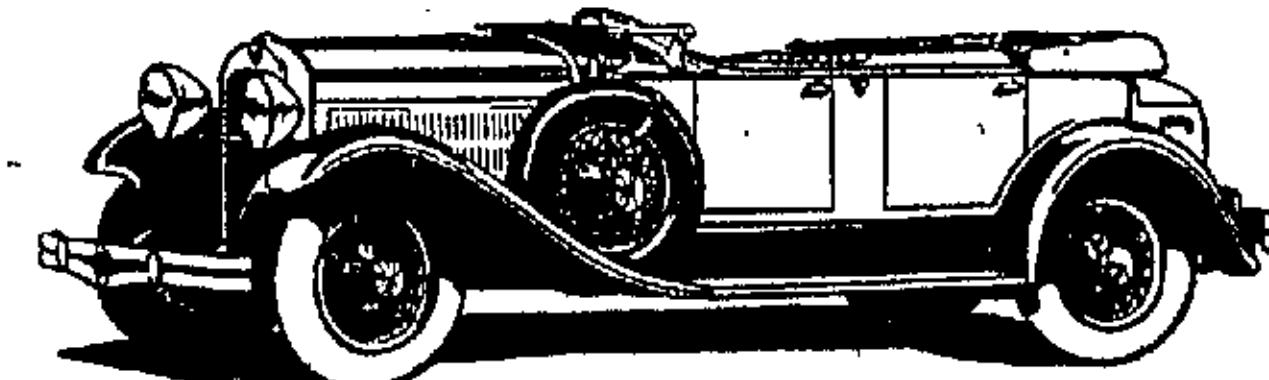
"There is no real traffic in stolen cars nowadays," said an official at one of the West End police stations to a "Daily Express" representative. "The registration precautions make it practically impossible to sell a stolen car, and the one or two 'fences' who some years ago did a large traffic in stolen cars exist, for business purposes, no longer."

Often Damaged

"Cars are still stolen, however—and there is a pretty fair week-

THE GREATER HUDSON
ESSEX THE CHALLENGER

ESSEX ROADSTER.



5-SEATER SPORT TOURER.

There is a model here for you

With 21 body styles to select from, you are sure to find a model exactly suited to your special needs in the Greater Hudson and Essex the Challenger. In beauty, performance, economy and reliability, these two new Super-Sixes match cars of far higher price.

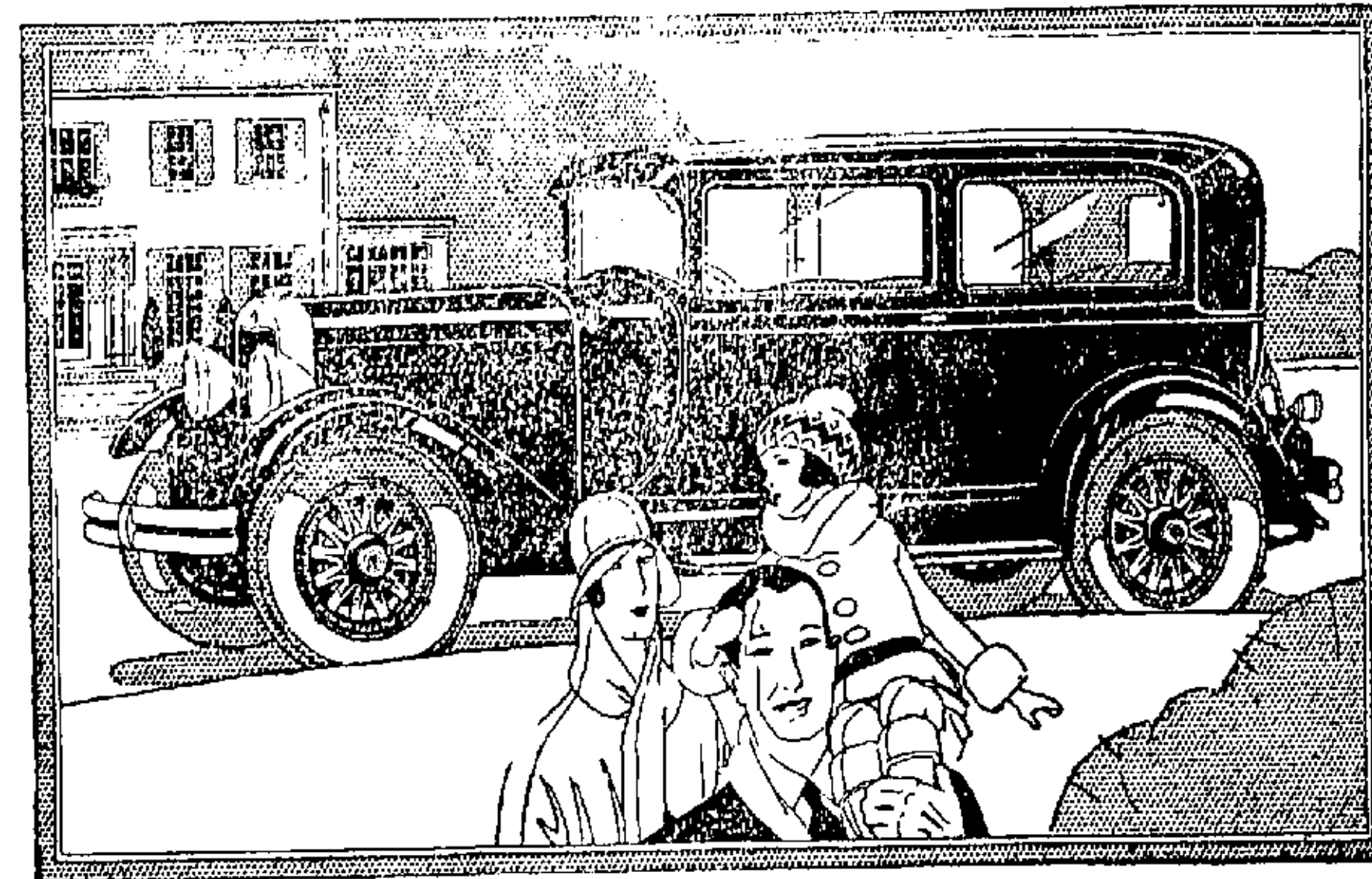
But you must see them to appreciate them. Go to your Hudson-Essex dealer and inspect them yourself. Drive them over any roads in any weather. Then you will agree that the Greater Hudson and Essex the Challenger are the greatest values that motordom has to offer.

Sole Agents for Hong Kong and South China:

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prove more than speed

STUDEBAKER'S NEW ERSKINE SIX CLUB SEDAN FOR FIVE—Wood wheels and hydraulic shock absorbers, standard equipment.

AS PROOF of its fleetness and stamina, a fully equipped Erskine sedan raced 1000 miles in 984 minutes to become champion of its price class.

This official Erskine Six record proves more than mere speed. It proves the quality materials and precision construction that have characterized Studebaker products for 77 years. It

proves, too, the advanced engineering which has won for Studebaker-built cars, every official American stock car record for endurance and speed.

Come in today—see with your own eyes the beauty and luxury of this Erskine Six Club Sedan. With your own hands on the wheel, prove its hydraulically controlled riding comfort—and its champion performance.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

STUDEBAKER'S
ERSKINE SIXWhen It Was A
NoveltyMOBILLOIL IN 1908, AS NOW,
CHOICE OF AVIATORS

Look carefully at the accompanying picture of a "great-grandfather" aeroplane.

This unusually interesting picture shows Orville Wright, first to make a successful flight in a self-propelled heavier-than-air machine, taking up a German student of aviation in Germany in 1908. Of special interest is the Mobiloil can. Standing in a prominent position in the plane, convenient for instant use, the knowledge that their plane was being correctly

lubricated and that there was more of the same kind of oil in reserve must have imparted a feeling of security and confidence to the world's first pilot and his pupil. Sometimes it is forgotten that in 1908, when Orville Wright and his brother Wilbur made their first flights, throughout 1904 and 1905, when they made about 160 other flights totalling almost 160

miles, they were the only persons in the world who knew how to fly. The student in the plane is a Captain Engelhardt. He was Mr. Wright's first student in Germany. Many flights were made by Mr. Wright during his stay of several months in that country in 1909. On September 18 of that year, he flew for one hour, 35 minutes, and 47 seconds—a world's passenger record.

ly average of such thefts being reported. In nearly every case the lost car is found within a few hours of its having been reported as stolen.

SUNLIGHT TO ORDER

Ingenious Test of Tyres
For Use In Tropics

Tropical sunshine is now being created in the midst of England's smoky Midlands to test the effect of strong sunlight upon motor tyres made for use in hot climates. The innovation has been carried out at the laboratories of Fort Dunlop where research work is undertaken into the qualities of rubber destined for most parts of the civilised world.

"Resistance to sun-cracking," one of the laboratory chemists explained in an interview, "is an

essential feature of the modern tyre, and by means of the ultra-violet ray lamp we can to-day produce, within a few hours, the effect of exposure to months of strong sunlight.

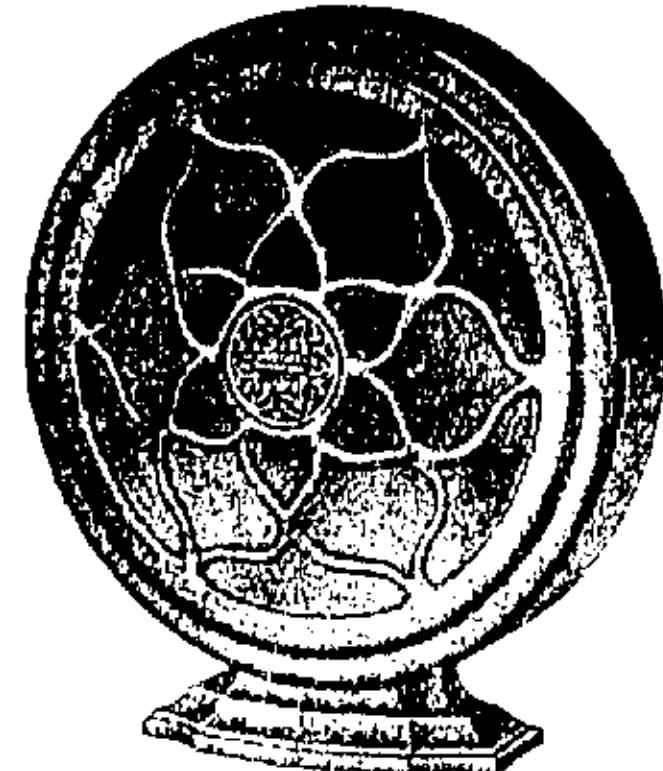
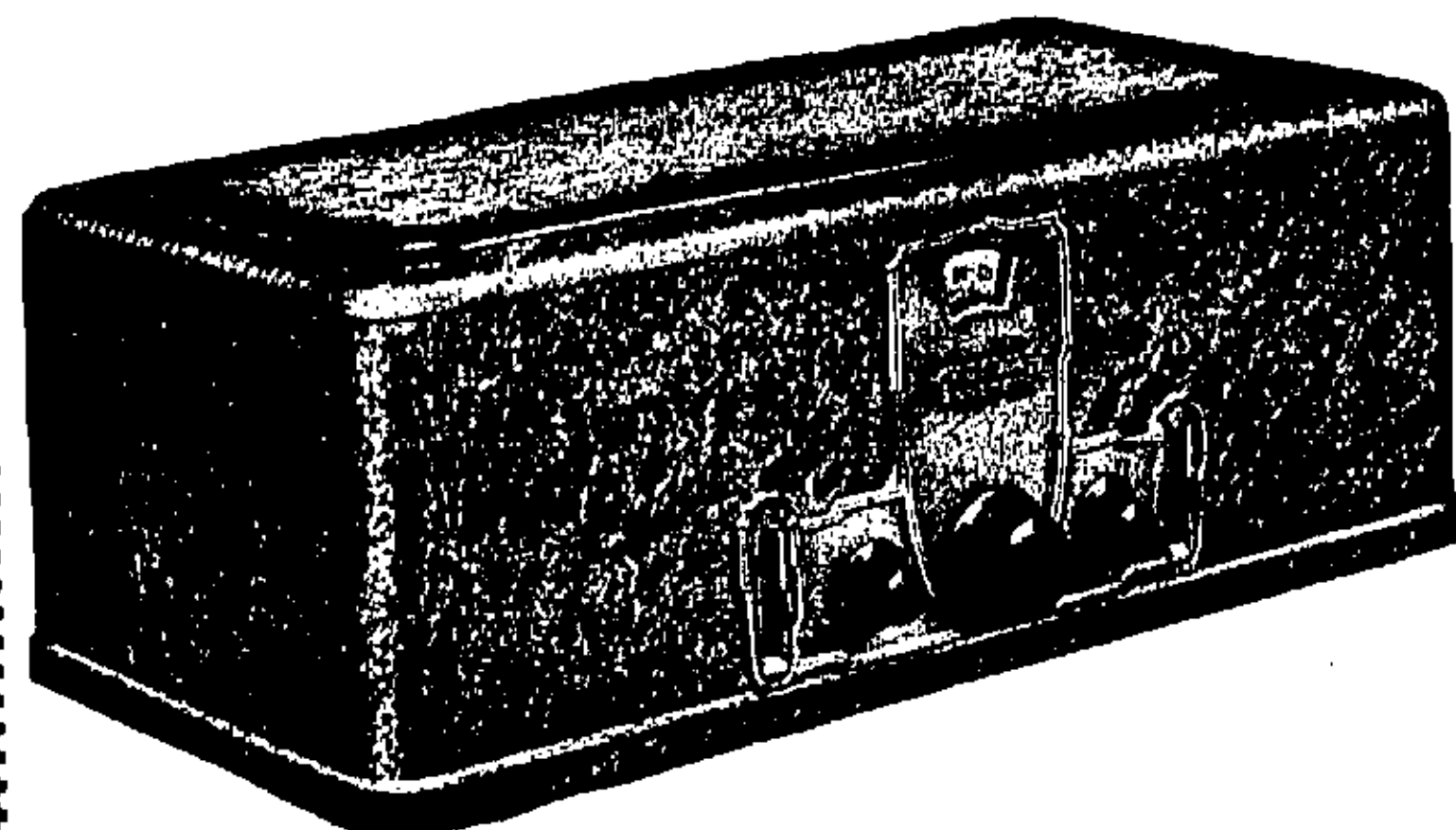
"By this means we can find out the values of various rubber compounds with regard to their resistance to sun-cracking and so anticipate the way in which the ultimate product may be expected to behave in tropical countries."

BUSINESS OPPORTUNITY.

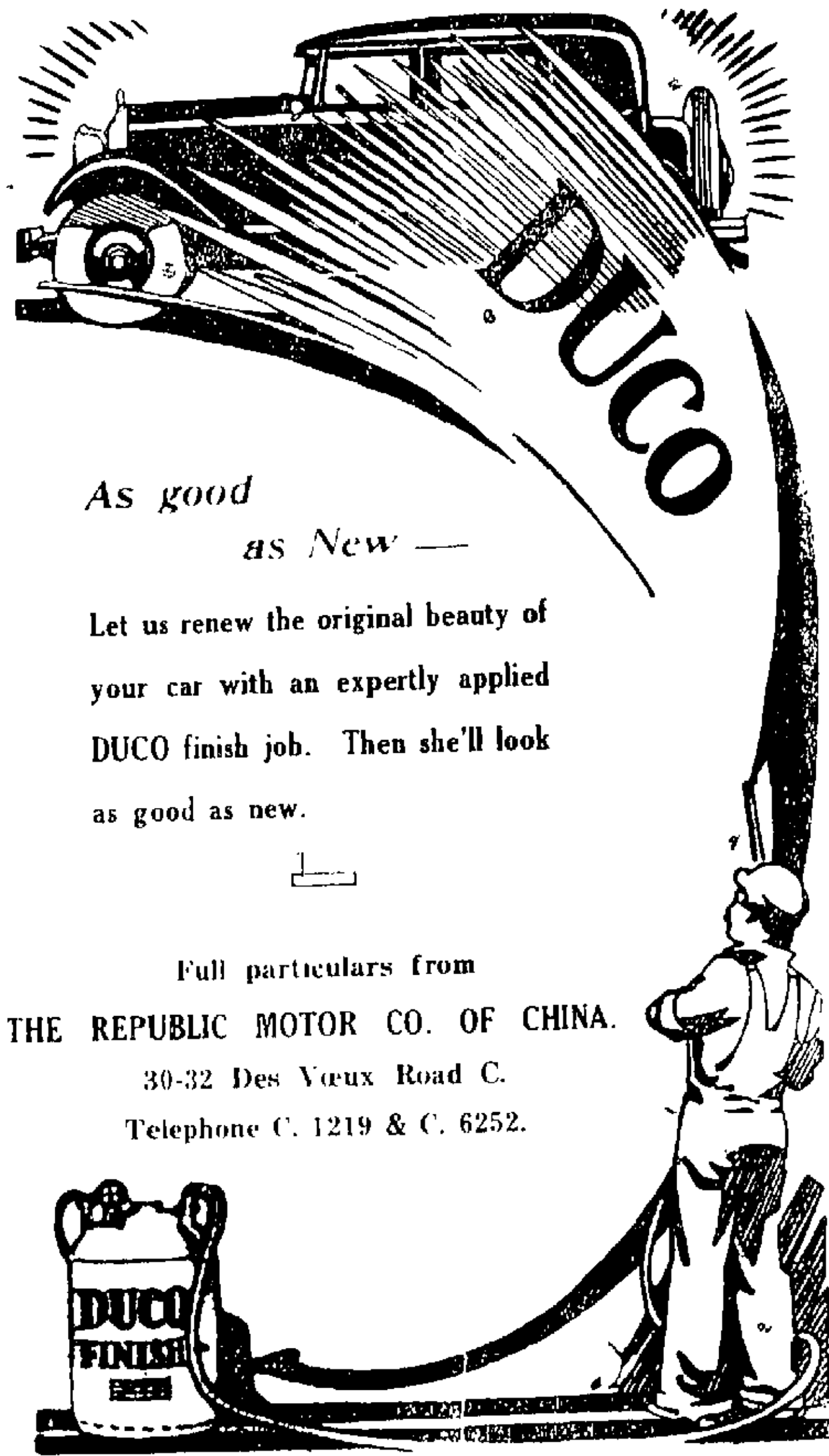
CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

CROSLEY RADIOS

5 TUBES DRY CELL TYPE.

COMPLETE WITH
TUBES AND
MUSICONE

H.K. \$186.00

THE ASIATIC AMERICAN COMPANY.
48, Stanley Street. Tel. C. 244.As good
as New —Let us renew the original beauty of
your car with an expertly applied
DUCO finish job. Then she'll look
as good as new.Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.

DODGE BROTHERS

NEW SENIOR SIX
WILL BE ON DISPLAY
DURING WEEK OF JUNE TENTH
"THE MASTERPIECE OF MOTORDOM."

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central,
Telephone C. 5644.

All-English Motor Show

Each year the Maldstone Motor Show, organised by Messrs. Rootes, Ltd., on their own premises, becomes more important. The visitors who attended the ninth of the series recently, came from all over the South of England, and in some cases from the Midlands, where Rootes, Ltd., have a rapidly growing connection. It is felt, now, that from the point of view of models shown and volume of business done this show is second only to

Olympia, while the fact that it is all-English invests it with still further interest. That a firm of motor-car distributors can build up so large a business without handling any foreign makes points a moral in these days, when the figures of unemployment in Great Britain are still so high. Apart from their export business, Rootes, Ltd., are the largest distributors of Austin, Hillman and Bentley cars, and nearly the largest for Rolls-Royce.

CHRYSLER CARS

Achievements During
First Five YearsMr. J. E. Fields, Vice-President
in charge of Sales, Chrysler
Corporation, writes:—

The beginning of the year 1929 also marks the end of Chrysler's first five years as a builder of motor cars.

They have been significant years in the automobile industry. They have witnessed a great transition in the public mind as to what a motor car should be and should do—the complete transition, one might say, as to what constitutes a proper motor car.

These five years have wrought a complete realignment of motor car manufacturers. Depending upon how well they fulfilled the public's wants have the various manufacturers come forward into prominence, held their position, fallen behind or passed into oblivion. For, after all, it is the public's estimation of your product that determines the extent of your success, or makes your product a failure. This, of course, is true in every other business or industry.

In its first five years the public has bestowed on Chrysler a measure of approval that has seldom, if ever, been equalled in the history of American business enterprise. In the period that public has bought more than 750,000 Chrysler-built cars. It has invested well in excess of \$1,000,000,000 in Chrysler products. To-day it is buying products built by Chrysler at the rate of several million dollars a day! The public has lifted Chrysler to a position of front rank among the world's foremost motor car producers.

Starting Changes

Events have since proved that the advent of Chrysler into the ranks of motor car producers was probably fraught with greater significance than any other occurrence in the automobile industry of the preceding 20 years. Chrysler has literally revolutionised the automobile industry, with changes so startling that the old ideas as to what constituted a proper motor car have either been completely discarded, or the companies refusing to recognise them forced by public opinion into the background.

Chrysler influence, in those five years, has succeeded in bestowing greater value than ever before on every make of motor car built. It scrapped previous ideas of manufacture, assembly, accuracy and precision of measurements, and substituted better ones in their stead. It has raised efficiency in the buying of materials, in designing, engineering, plant facilities and in the manufacture of motor cars, to the highest level this amazing motor car industry has ever known.

As it did this, Chrysler has pioneered a long and impressive list of contributions that have since become part and parcel, in some form or other, of practically every motor car built. It was the first company with national distribution to use hydraulic four wheel brakes, and among the first to utilise four wheel brakes in any form. It was the first car that was specially designed to take advantage of the improvements

904 MILES

Record From Bombay
And Delhi

37.4 MILES PER HOUR

Driving a Studebaker President Eight Roadster, C. L. Clark of the Swiss Engineering Company, Bombay, established a new speed record between Bombay and Delhi, India, when on April 6 he arrived in Delhi, just 24 hours 10 minutes after he had been checked out at Bombay. The distance between the two cities is 904 miles, making the average speed 37.4 miles per hour.

While the average speed maintained during the run may not impress the average motorist who is accustomed to mile-a-minute speed, the new record received wide recognition in India, because there, motorists are familiar with existing road conditions. The course, over which the new record was made, was through jungle, through axle-deep water and mud in rivers, and through sand storms, which at times made vision impossible for more than 10 yards ahead. In addition to these adverse conditions, at times the road was no more than the roughest of cart tracks.

Severe Conditions

A further idea of the severe conditions encountered on the run can be gained from the fact that the best previous time over the same route was 28 hours and 31 minutes, an average of 31.69 miles per hour.

The Bombay-Delhi record closely follows a record made by the same Studebaker Roadster, on February 27, when it finished a 1,466-mile run between Calcutta and Bombay in 41 hours and 30 minutes, which lowered the time of the previous record by six hours.

The President Roadster which established these two new records in India is of the same family of models that made transportation history between July 21 and August 8, 1928, by travelling 30,000 miles in 26,326 consecutive minutes. Eleven world records were established by this great feat of endurance.

brought about by four wheel brakes.

Great Pioneer

Following this pioneering came a long list of other achievements, features and refinements which it pioneered, developed or popularised. These include balloon tyres, counterweighted seven-bearing crankshaft with specially designed webbed crankcase, invar strut and iso-therm invar strut pistons, rubber insulated engine mountings, oil filter, air cleaner, low centre of gravity, no side-sway springs, small wheels scientifically balanced, high efficiency and high compression engines, tubular front axle improved rear axle design, indirect lighting and instrument panel design, steering column control for lighting, clutch ventilation, torsional impulse neutraliser, torque impulse chamber design, manifold heat control, advanced carburetion and manifold, and finer special steels.

Chrysler looks to 1929 and the years to come with the greater confidence and optimism. It is an organisation of men who, though they have accomplished much, are still young—men to whom the future offers opportunity to build motor cars that are still better designed, more efficient and better manufactured than anything yet built.

For progress must continue, even in this amazing automobile industry of ours.

RICH IN COLOUR

The New Senior
Sedan

Trim as a polo pony and performing with equal eagerness, the Senior Sedan is smart at the smartest gathering.

There is about the Senior Sedan a certain patrician quality of appearance that sets it quite apart from other cars of comparable price. It is rich in colour and finish, without a trace of the bizarre; it is entirely original in line and proportion, without any suggestion of straining for effect; and its style is so fresh and impressive as to make its beauty both arresting and commanding in any surroundings.

The interior roominess of this Sedan is particularly pleasing in view of the tendency of body designers during recent years to cut down both head and seat-room to an uncomfortable minimum. In the Senior, there is ample room in both respects, the generous size of the front seat being particularly deserving of comment.

Luxury in the Senior is a compact of handsome coachwork, extreme riding comfort and pronounced ease of handling. Among other important mechanical developments, the Senior introduces an improved type of clutch which cushions the jerk usually experienced in taking off and in changing gears.

The upholstery and interior trim are chiefly remarkable for their fine quality and simplicity, the whole combining to give an effect of richness which is usually associated only with the finest of custom coachwork.

The finish is pyroxylin lacquer in deep and beautiful colourings, all colour schemes and stripings being selected by experts to give the utmost optical length to the car.

GENERAL MOTORS

Invests in Large German
Factory

General Motors has formed an association with the Adam Opel Company in Russelheim, Germany, a substantial interest in that company being taken at a cost of about \$30,000,000.

The Opel Company manufactures the Opel automobile, as well as other Opel products. It ranks among the first ten German industrial organisations and makes about 45 per cent. of the German cars. The present management which has already made it such an outstanding success will continue to operate the company.

The General Motors analysis of the European economic situation justifies the conclusion that Germany has effected during the past few years great industrial progress. It is believed in so far as the automotive industry is concerned, Germany's present position is somewhat like that of the United States at the beginning of the development of the industry. A great expansion appears to be certain. The association, with Opel will enable General Motors to participate in that development to an important degree.

The event marks the transition of General Motors into an international manufacturing, as well as distributing, organisation.

Already our Export Company had an investment of more than \$65,000,000 in its 24 operations overseas. The cars and trucks assembled there are sold by 6,000 distributors and dealers in 100 and more countries.

Sole Agents:—
THE CHINA MOTOR SUPPLY CO., 28-28a Des Voeux Road C.
Telephones C. 1558 & C. 3532

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG—HONGKONG Hotel Garage, Queen's Road, C. 4759.
BLAIR—Lane, Crawford, Ltd.
BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
CADILLAC—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHANDLER—The Asiatic American Co., 11, Queen's Road East, Tel. C. 575.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHRYSLER MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ESSERX—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 1558 & 3532.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN—Lane, Crawford, Ltd.
HUDSON—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
HUMBER—Lane, Crawford, Ltd.
MORRIS—Hongkong Hotel Garage, Queen's Road, C. 4759.
OAKLAND—Lane, Crawford, Ltd.
OLDSMOBILE—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PACKARD MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC—Lane, Crawford, Ltd.
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road, C. 4759.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4759.
VAUXHALL—Lane, Crawford, Ltd.
WHIPPET—Gilman & Co., 4a, Des Voeux Rd., C.
WILLIS-KNIGHT—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.
DEAN—Lane, Crawford, Ltd.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C. 4759.
FARO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
FEDERAL TRUCKS—The China Motor Supply Co. 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD TRUCK—Wallace Harper & Co., Ltd.
FORDSON TRACTOR—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
GRAHAM—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
MORRIS—Hongkong Hotel Garage, Queen's Road, C. 4759.
REO MOTOR TRUCKS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4759.
WILLIS KNIGHT TRUCKS—Gilman & Co., Ltd., Des Voeux Rd. Central.

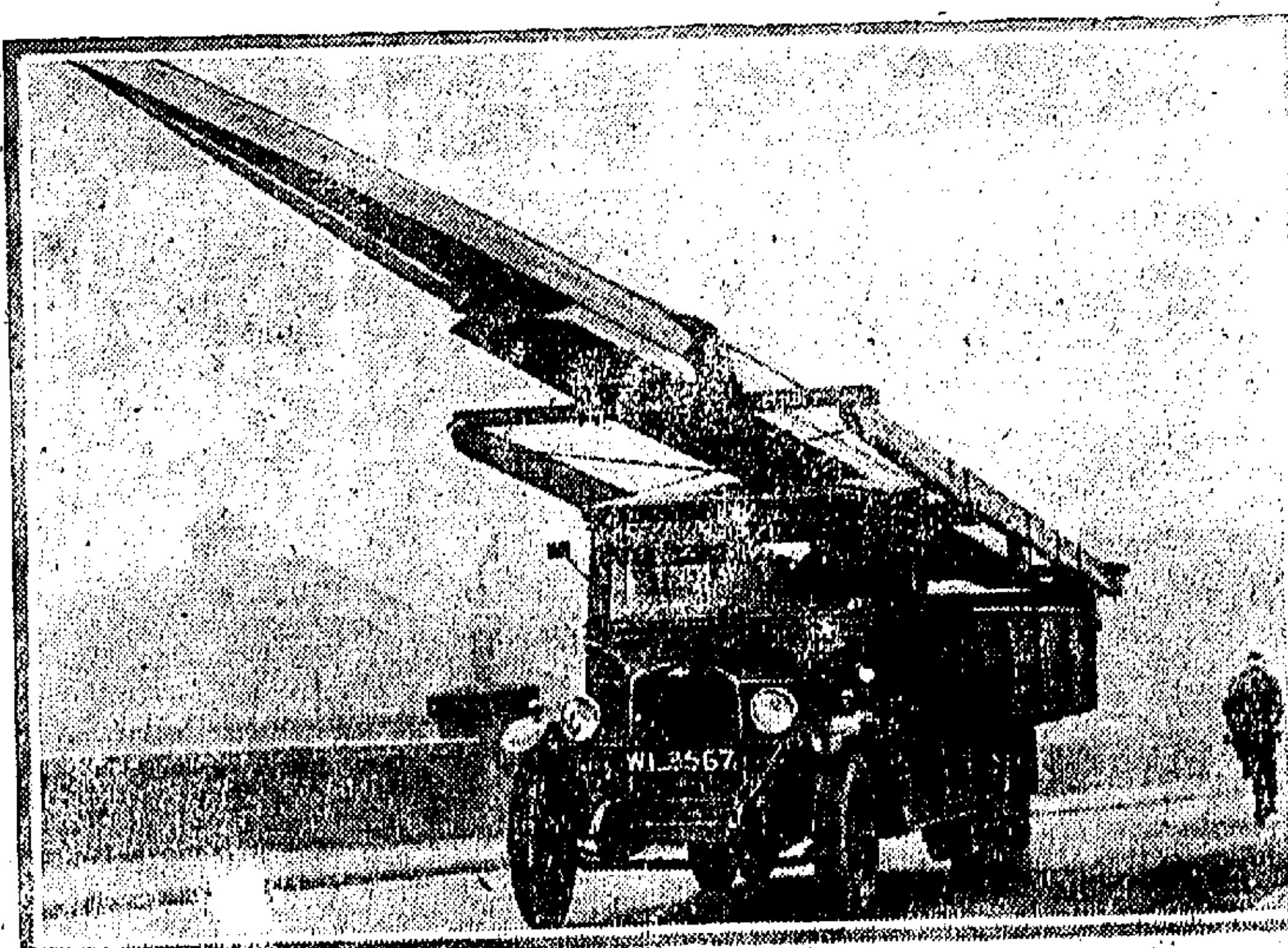
MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C. 1067.
HARLEY-DAVIDSON—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.
HUMBER—Lane, Crawford, Ltd.
MONET-GOYON—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES—Hongkong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.
FISK TYRES—Gilman & Co., 4a, Des Voeux Road, C. Tel. C. 200.
GOODRICH TYRES—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
MICHELIN TYRES—Goeke & Co. China Building C. 2221.
MILLER RUBBER TYRES AND TUBES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

CHEVROLET TRUCK CARRIES BOAT FOR OXFORD CREW



The Oxford crew's new boat goes by Chevrolet truck for its first try out of the season previous to the recent race with Cambridge. This picture was taken at Shoen Bridge, England.

SOUND ENGINEERS

Save Thousands To Car Owners

A DESIGN FOLLOWED

The soundness and thoroughness of the work of Willys-Overland engineers is well illustrated in the history of the Whippet since its introduction nearly three years ago.

When this car was first announced in June, 1926, it set a trend in car design which has since that time been followed by practically every motor car manufacturer. While both the chassis and bodies of the then new Whippet set entirely new standards, it was the motor particularly which departed radically from the accepted design and engineering practice followed up to that time. The high speed, high compression Whippet motor with its exceptionally high horsepower for the bore and stroke employed, permitting of exceedingly economical consumption of gasoline and oil, and capable of sustained high speed under all road conditions, readily won it a leading position in American motordom.

Since the first Whippet was introduced two other chassis have followed. While these have incorporated a number of changes and refinements in both the engine and power line design, including the transmission and rear axle, fundamentally there have been no major changes. The new Superior Whippet still follows these basic principles. The new Whippet Four engine, with a longer stroke and increased compression ratio, shows an increased power development of 20 per cent. at 3,200 R.P.M. and also has a higher top speed than its predecessor.

Bodies Larger and Finer

With no necessity of making radical changes in the design of the motor or power line, Willys-Overland engineers were able to save tens of thousands of dollars in the cost of tools and dies and other manufacturing equipment which usually are necessary with the introduction of a new model and thus permit, at no increase in the cost to the purchaser, the use of larger and finer bodies with many high priced car features. The new "Finger-Tip Control" found on the Superior Whippet is another example of how Willys-Overland engineers are again the first to introduce a new feature which undoubtedly will be adopted by other companies.

MOTOR RESEARCH

Improvement in 10 Years

PURPOSE EXPLAINED

A new eleven-storey building, across the street from the General Motors Building, is now the home of our Research Laboratories. Here, under one roof, are all facilities for complete research on any automotive subject.

At this time it is fitting to ask: "What is the purpose of the Research Laboratories? What do they benefit the purchaser of a General Motors car?" The best answer to these questions would be a review of the improvements which research, both in the Engineering departments of the General Motors Divisions and in the Research Laboratories, has brought about in the last ten years. Almost every part of the car has been improved and a marked increase in power, speed, acceleration, durability, and smoothness is the result.

A complete list of their research improvements would be too long, but a few of the most important are: Ethyl gasoline, crankcase ventilation, Duo, the harmonic balancer, higher compression ratio engines, better combustion chambers, balanced engines, and improved brakes.

A firm believer in the importance of gaining new knowledge, General Motors has made even better the research facilities of its Laboratories. In the new, larger cold room two cars may be tested at one time with the temperature 45 degrees below zero. The finest and most complete electric dynamometers in the industry make accurate measurements of horsepower, fuel consumption, and all-around performance easy to obtain. With the new dynamometer an entire car may be given a road test in which the car is stationary and the road runs under it.

Then there are the chemical, physical, metallurgical, and electrical laboratories. These include everything necessary for research on metals and other materials, gasoline, finishes, rubber, and the plating used for decorative and protective purposes.

But not all research is done with test tubes and flasks. There is a large machine shop, heat treat department, pattern shop, welding shop, and experimental foundry. This complete equipment enables the new Research Laboratories to carry a project through its entire development.

IN SUMATRA

Motor Truck And Road-Building

PIERCING THE JUNGLE

Deliveries of automobiles are made under unusual circumstances in many parts of the world but one of the most spectacular is the case of a Chevrolet truck which had to be completely dismantled after it had been purchased, before it could reach its ultimate destination.

The incident took place in Achin, one of the northern-most points of Sumatra. This was one of the last provinces of the Dutch East Indies to submit to Dutch rule and, even to-day, there are occasional outbursts of rebellion. The unsettled state of the country has naturally exerted an unfavourable influence on its development and it has not progressed as rapidly as the rest of the colony. The territory is very fertile and rich in oil and, during recent years, the Government has taken steps to open up the country.

Motor trucks have played a major part in this pioneering work. In 1927 a Chevrolet opened up a new road through the jungles of South Sumatra and today Chevrolet trucks are carrying produce to the coast and providing the inhabitants of the interior with the imported articles they now demand.

In this section military roads of a sort already exist; in Achin a road is being traced out through the jungle. The Department of Public Works recently ordered a Chevrolet truck to be delivered at a point where the authorities were working on the road construction scheme. The new road is to run from Sigli on the north coast of Sumatra to Meulaboh, on the west coast via Law Meuloch and Tangse, a distance of approximately 220 miles. From Meulaboh a road already existed to about fifty miles inland but it was from here on that the new road was to be cut through the jungle to connect with a short one running from Sigli inland.

Parts Carried Overland

As no ships call at Meulaboh it was impossible to deliver the truck by boat. The only solution was to dismantle the Chevrolet and have coolies carry the parts overland through the almost impenetrable jungle to the scene of operations. So the truck was dismantled and the task of transporting the parts began. The route led along narrow mountain paths and over ravines and rivers. At one point a wide and deep river arrested the progress of the party. The only means of communication between the two shores was a cable-line by which the coolies, carefully carrying the part that each was responsible for, were transported to the opposite shore.

After days of travel under all kinds of conditions, the end of the journey was reached and the truck was immediately reassembled. The following day, it was doing vigorous duty transporting material for the new road.

Before long, direct communication will have been established between the northern and western coasts and another section of Sumatra's territory will be opened to modern traffic.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

NEW DEMANDS

Oakland-Pontiac Plant Enlarged

TWO YEARS' PLANS

In anticipation of new sales records, extensive building and expansion programmes have been going forward at the Oakland Motor Car Company at Pontiac, Michigan, for more than two years.

These are now practically completed and give the plant a capacity four times in excess of previous volume, or facilities this year for producing more than 350,000 units, while the 1928 output was 260,000 cars.

Closer supervision over raw materials, machining of parts exactly to specifications by trained workmen, and dependence upon the organisation for practically all production activities from raw materials to finished cars thus assure even higher standards of workmanship and supervision over quality in the current lines of cars.

In 1929, for the first time, all castings, differential gears and axles will be built in Oakland plants, castings being turned out in the new six-unit grey iron foundry, and gears and axles in the recently opened axle plant located in the old Oakland engine building.

While Oakland was expanding production facilities, the Fisher body unit also was enlarging its plant capacity to meet the anticipated growth in volume. A new stamping plant has been completed to turn out metal parts used in the composite steel and wood construction of Fisher bodies, while a larger power unit and a storage building to relieve body assembly operations were added to the Fisher plant at Pontiac, bringing the capacity up to 1,500 bodies every working day.

ARMY MILEAGE

Moving British Territorials

Several remarkable mileages are disclosed by a unique organisation especially formed in Great Britain to hire out to Territorial units the different types of motor vehicles required by them for training.

This year the fleet to be used by the British Territorial Force consists of 12 Jowett reconnaissance cars; 5 Clayton chain-track tractors used for hauling 60-pounders each of which, with its carriage, weighs over 7 tons; and 16 Karrier six-wheelers by which a battery complete with guns and personnel can be taken complete from the Territorial headquarters to their camping ground.

All the vehicles are fitted with Dunlop tyres, some of them the original tyres with which the venture began two years ago. Since then many of them, according to an investigator, have run 30,000 miles and the treads are hardly marked.

These results are even more interesting when it is considered that the rear equipment of the Karrier six-wheelers have been operated during part of the period with caterpillar chain tracks, not only across country but on hard road surfaces as well.

Get behind the wheel and Get the facts!

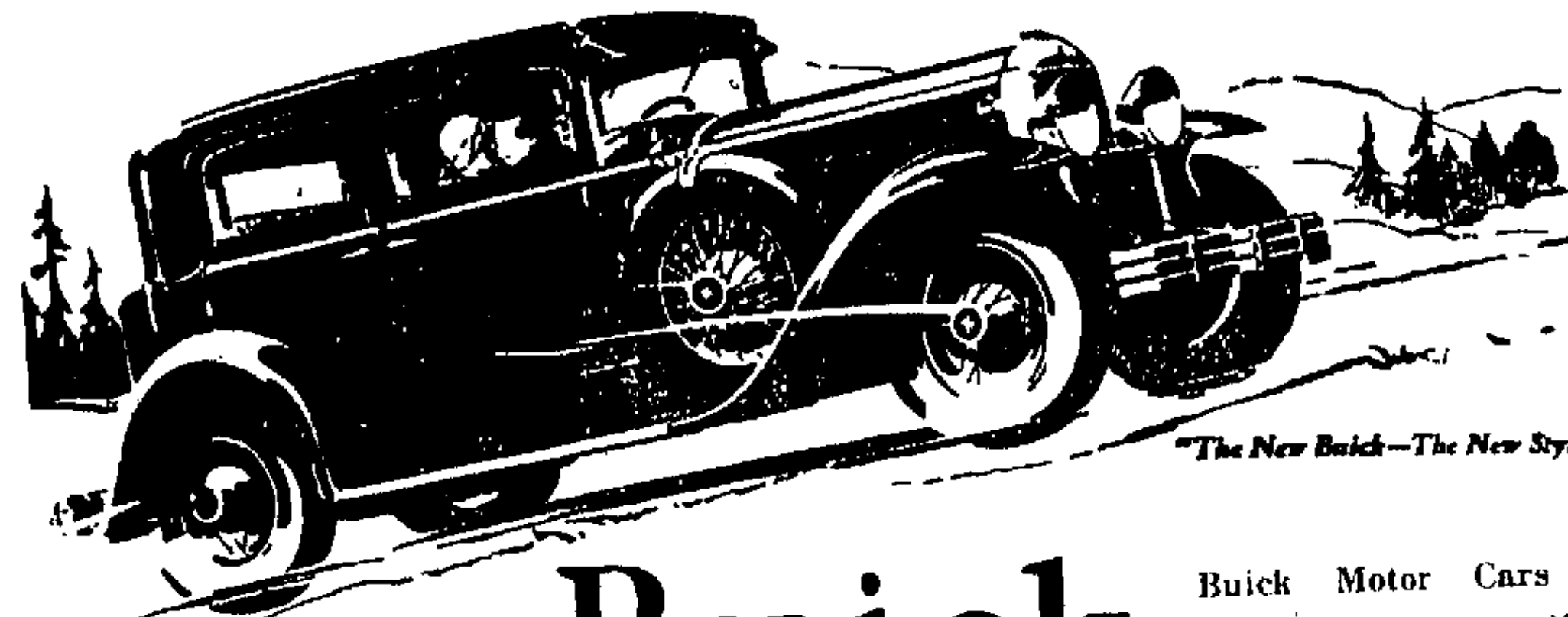
Buy your car on a business basis---
check power, getaway, swift-
ness, hill-climbing--in actual
tests---that's all that's needed
to prove Buick
Superiority!

A kind and degree of performance so new--so indescribably superior--induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits.

Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance.

Get behind the wheel and get the facts... then you'll get a Buick!

Buick Motor Company, Flint, Michigan, Division of General Motors Corporation



Buick
WITH MASTERPIECE BODIES BY FISHER

Buick Motor Cars are available on very attractive hire purchase terms.

DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

NEW CARS

Those First 500 Miles

Reverting to the subject of new cars and that wearisome but most necessary process of running-in, I am glad to see (says a writer in a Home paper) that another big manufacturer has adopted a mechanical check on the youthful speed of his offspring.

On the north-western fringe of London it is a common sight to see strings of brand-new cars bearing trade number-plates on their way to the distributors or London showrooms. You see long convoys of Morris rolling sedately along, each with its hidden washer in the induction pipe limiting the maximum pace. And you may also see cars from other factories buzzing along at a good round forty. There is a stretch of little-used arterial road between Greenford and Hanger Hill, which is very popular with conscienceless drivers.

What a farce it is that the new owner should be carefully impressed with the necessity of not exceeding 20 m.p.h. for the first 500 miles when his cherished machine has covered most of its first hundred at nearly twice that speed.

Therefore the Singer Company have acquired merit by fitting in the throttle barrel a set-screw which limits the extent to which the throttle can be opened. The device is sealed and the company does not endorse the guarantee that goes with the car until they have the dealer's certificate that the seal was not broken inside the 500 miles. I welcome this new protection for the buyers the more because I was, I think, indirectly and in some small degree responsible for its adoption.

MEDAL FOR DESIGNERS

The Council of the Institution of Automobile Engineers has awarded the Medal of the Institution to Captain J. S. Irving, in appreciation of his work in connection with the design of the Golden Arrow, the car driven by Major Segrave, resulting in the world's speed record being once again held by Great Britain. The Medal was established in 1922 as a recognition of technical achievement likely to have special influence on the advancement of automobile engineering.

VETERAN CARS

Compete in Old-Timers' Race

Two of the first American cars imported into Europe, a 1903 Cadillac and a 1902 Oldsmobile, figured prominently in a race from London to Brighton recently. The race was staged for old-timers and all the ancient motor cars in the British Isles participated.

Ranging in age from 25 to 35 years, the majority of competing vehicles succeeded in accomplishing the 52-mile journey. This demonstration, apart from sentimental interest, served to illustrate the wonderful workmanship put into the very earliest cars. Many of the vehicles are still in daily use.

Gold medals were awarded to the owners of four automobiles, the performances of which, in the opinion of the judges, were the most meritorious, having regard to the age of the cars, their conformity to original design, and performance.

Major Segrave Knighted



Major Henry G. D. Segrave, who established a new speed record at Daytona Beach course, over two months ago, received the first knighthood to be bestowed by King George since the recent illness of the monarch. Left to right, Prince of Wales, Major Segrave, Sir Stanley, Chairman of the Royal Automobile Club, and Sir Charles Wakefield, donor of the speed trophy.

THE
DUNLOP
CUP
1928-9

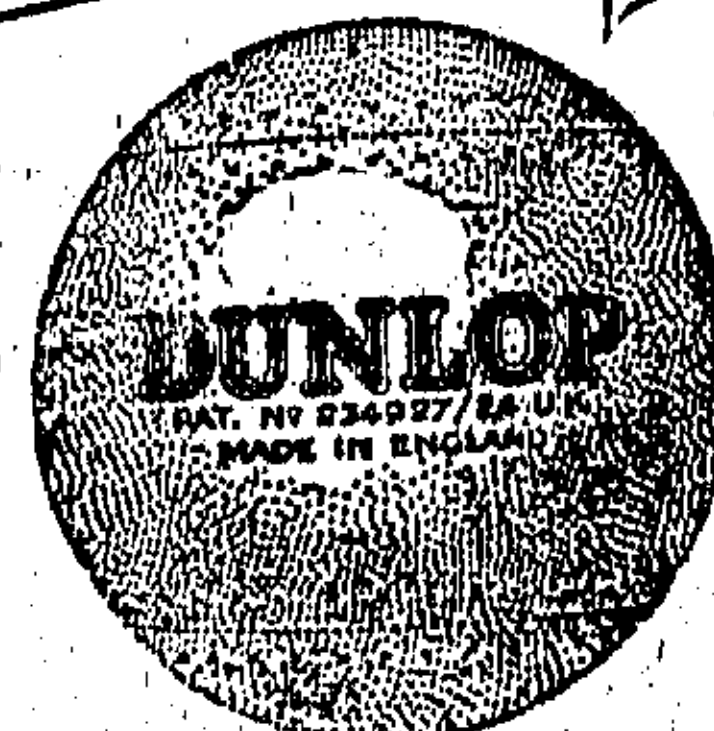
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Hongkong Sunday Herald.

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"ACTING UNJUSTLY"

**Lt.-Col. Comyn And
Major Ogilvy**

SEVERE QUESTIONING

**K.O.S.B. Court Martial
Proceeding**

Lt.-Col. Comyn, Commanding Officer of the King's Own Scottish Borderers, was further cross-examined by Major Miles yesterday in connection with the trial by a General Court Martial of Major G. M. H. Ogilvy for alleged negligence in his duties in connection with the Regimental Institute during the term of his presidency.

The personnel of the Court, sitting in the Officers' Mess in Murray Barracks, is as follows:
 Colonel H. A. Stewart, D.S.O., O.B.E. (President), Lieut. Col. H. Vernon, M.C. (1st Deputy), Major A. Ogilvy, M.C. (2nd Deputy), Major R. H. E. Bennett, M.C. (Sergeant-at-Arms), and Major J. B. Taylor (Sergeant-at-Arms).

The Judge Advocate is Mr. Somerville Pittman and the prosecuting counsel is Major H. W. H. Armitage, M.C. (Royal Artillery).

The defence counsel is Major F. G. Miles, D.S.O., M.C. (K.O.S.B.).

Major Miles resumed his cross-examination at yesterday's proceedings by asking Col. Comyn if he had signed any undertaking when he took over the command of the battalion on October 2, 1928.

Witness replied that he had not. Major Miles: You assumed full responsibility as commanding officer from that date? No.

Not unjustly—in good faith. To another question, witness replied that he was generally satisfied with the administration when he took over the command.

Witness was then questioned about a statement which he had at some time made to the accused.

Major Miles: Do you agree now, Col. Comyn, that in making so definite a statement, and one of such vital importance, without first ascertaining its accuracy, you were behaving unjustly towards the accused? I made it in good faith, and the accused did not challenge it.

Major Miles then reverted to the incident relating to the alleged missing secret pamphlet, for which the accused had been held responsible.

Major Miles: Have you, Col. Comyn, since discovered that neither your Adjutant nor your confidential clerk had any recollection or record that this secret pamphlet had ever been mislaid?—I have not.

Major Miles: Have you had a conversation with your Adjutant this morning regarding that fact?—Yes.

Criticism of Control
 Major Miles then said that he would be calling evidence on that point.

Major Miles: I suggest that in raising the question of the alleged loss of the secret pamphlet you were behaving in a most unjust manner to the accused?

This question was over-ruled by the Judge Advocate.

Major Miles: Has the accused at any time criticised your system of control or administration of this battalion?—No, I would have welcomed more advice and suggestions from him.

Major Miles: Has Major Lake at any time criticised your system of control or administration of this battalion?—I object to the question. It has no relevance to the case.

The President of the Court said that as Major Lake was giving evidence in the case, the question might be put to him instead.

Major Miles: Can you, Sir, quote any official regulation which the accused has disobeyed or disregarded in connection with the charges before him?—This is a very wide question. I consider that the accused has disregarded the spirit of the various regulations, as, for instance, his duties to the Audit Board.

Only in Spirit
 Major Miles: Can you quote any of these regulations?—Yes, Section 4 of the Army's Act.

Major Miles: That is not a regulation. Col. Comyn: Yes, it is.

Major Miles: No, Sir. Well, any others?—Yes, King's Regulation 76 about the Audit Board. I consider that accused did not carry out his duties therewith. I also consider that the charges disclosed a gross neglect of the spirit of the

LEPERS' MISSION

**Benefit Concert A
Success**

A PLEASING FEATURE

A step in the right direction was taken last night when, with a gesture of goodwill which was pleasing to note, religious differences were set aside and Roman Catholic and Protestant co-operated cordially in the sweet cause of charity.

Thus we saw the Rev. Fr. A. Rignani, a Catholic priest, taking part in a concert at the St. Stephen's Girls' College Hall, organised in aid of the Hong Kong Auxiliary of the Chinese Mission to Lepers, whose lepers' colony on Taikam Island was founded by the Rev. John Lake, of Canton, a Protestant clergyman, who is devoting his life to this cause.

"A Ray of Hope"
 In the course of the evening, the Rev. John Lake gave an interesting talk to the large audience on the work at Taikam, and his picture of the ray of hope and the security which the poor lepers find in this haven, where they are treated as human beings and not as outcasts because of their affliction, aroused the sympathy of all his hearers.

Taikam Island is about 40 miles south-west of Hong Kong where a number of fine buildings have been recently erected comprising a hospital, a chapel and administration building, and separate living quarters for men and women. Activities are now in progress for the further accommodation and treatment of lepers from the mainland of whom there

(Continued at foot of next column.)

various regulations relating to accounts. Major Miles: Col. Comyn, I suggest to you that there is not a single paragraph which the accused has disobeyed or disregarded in connection with the charges before him?—In spirit I don't agree at all.

Major Miles: But you will admit, Col. Comyn, that you cannot quote specifically any paragraph even in spirit—I have said so and that was why the charges were framed under Section 40.

Major Miles: Do you agree that when you went on leave, it was your intention that accused should also go on leave within three days of your return?—Yes, three or four days.

No Foundation
 Major Miles: Was it the duty of the accused to hand over the P.R.I. duties to Major Lake between October 17 and November 12?—Yes, it was his duty.

Major Miles: Why was it his duty?—Because he was going away.

Major Miles: I suggest, Col. Comyn, that you purposely did not want Major Lake to take over the duties of the P.R.I.?—There is no foundation for what you say.

Col. Comyn was then re-examined by Major Armitage. He said that with reference to the letter of November 16, 1927, in connection with the secret pamphlet he did not see any reason to take action because the accounts of the battalion appeared to him to be quite satisfactory. He had also remarked to Major Miles about it at the time.

The Judge Advocate said that ordinarily he would not have allowed that statement, because what witness had told another person was no evidence unless that person was to be called, but since Major Miles was defending officer and was present in Court, he would allow that statement to stand. Major Miles, of course, could ask further questions on that point.

A Reminder From the Court
 Witness also stated that the revenue from the By-Product Account was not brought to his attention for publication in Regimental Orders.

Asked as to whose duty it was to bring that to his (witness's) notice, Col. Comyn replied that it was the accused's duty as P.R.I.

The Judge Advocate then reminded witness that he should also bear in mind that he had been P.R.I. in his former regiment.

Major Armitage: It has been suggested, Col. Comyn, that you have ordered special films through the Quartermaster without the knowledge of the accused. What have you to say to that?—So far as I know there was no expense involved. I am under the impression that the accused must have known. The exhibition of the films took place at my house.

The Court then adjourned until 9.30 o'clock to-morrow morning.

DOPE RING?

**Canton Detective
Involved**

PLETHORA OF "WITNESSES"

A Chinese, who described himself as a member of the Cantonese detective force, made an appearance before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy, yesterday, in answer to a charge of unlawful possession of two tins of raw opium, which was concealed in a pocket he carried.

While patrolling Reclamation street, a Chinese detective noticed accused approaching him from the opposite direction. The detective, when accused had come abreast of him, informed him that he was a detective and would like to search him. As he stepped forward to do so, the accused threw to the ground something which the detective did not distinguish. Borrowing a lamp from a hawk, the detective found a small jar containing opium.

The accused informed him that he was a detective in Canton, and asked to be "excused." This request was not complied with, and he was arrested.

"Many Blows"
 Accused denied the charge. He said that he was with another man, when the local detective came up and searched him. Then the latter suddenly attacked him and hit him many blows.

Inspector James, who was in charge of the case, said that when accused was taken to the Police Station he made the same allegation but the Inspector in charge examined his body carefully and could not find any wound or mark whatsoever.

Accused then called a witness who said that he was an agent of the Standard Oil Co., and he carried on business upcountry. He corroborated the statements of accused.

Inspector's Theory
 In reply to the Magistrate, Inspector James said that he was almost certain that accused and his friend were in league or had something to do with the Canton Police and others who were responsible for a great deal of smuggling of opium. He said that the detectives and a few shopkeepers made it their business to smuggle the contraband into Hong Kong.

His Worship remarked that accused certainly had a great number of witnesses at his command. A fine of \$200 was imposed.

are now over a hundred in residence.

The Concert
 The concert, which was much enjoyed, opened with a pianoforte duet by the Rev. Fr. A. Rignani and Prof. E. Gaudin, two pianists of merit, who charmed their hearers.

The rest of the programme was well arranged, Chinese and foreign musical items being pleasingly intermingled, so that both Oriental and Occidental members of the audience were well catered for. Judging from the hearty applause which greeted every item, each was able to appreciate and enjoy the music of the other.

The East and the West blended effectively in the person of one of the artists, Mr. Li Chor-chi, a Chinese who sang Occidental songs in a very acceptable manner and became a favourite with the audience, who accorded enthusiastic receptions for his pleasing rendering of Giesl's "A Spring Carol," and Tosti's "Torna Amore" (in Italian).

Other Occidental items were two violin solos by Master F. Abraham, a Portuguese lad who has a good future before him as a musician. His offerings were "Fantasia" from "Trovatore" and Alard's "Les Adieux," and Monty's "Czardas," all of which gained for him well merited applause.

Chinese items in the programme included two native songs by Mr. Lui Man-sing, and a Chinese instrumental selection played by Messrs. Pun In-tat, Tse Shui-cheung, and Ma Ping-tat.

Mission Officials
 The officers and directors of the Hong Kong Auxiliary of the Chinese Mission to Lepers are:—

Patrons: The Hon. Sir Shou-sen Chow, Kt., C.M.G., and the Hon. Dr. S. W. Tse, L.L.D., O.B.E.

Chairman: Mr. Li Chor-chi. Vice-Chairman: Mr. Lo Po-in. Vice-Chairman: Mrs. Wong Kwok-shuen.

Secretary: Mr. Andrew Ling. Treasurer: Mrs. Ma Wing-chun. Publicity Agent: Mr. Hin Wong.

Committee: Dr. Arthur W. Moss, Andrew Cheung, W. K. Cheung, K. L. Chao, Cheuk, and the Messrs. Wong See-koon, Shih Tak-ling, and Lynne E. Shaw.

CHIANG'S POSITION

**Believed To Have Been
Worsened**

THE HAN FU-CHU PROBLEM

Yen Hsi-shan's Desire: "Peace at Any Price"

Overnight news about the political crisis in North China does not help to clarify the position. It seems, however, that Feng Yu-hsiang (the "Christian General") is lying low in order to come off as well as circumstances will allow; that General Yen Hsi-shan, who has placed "peace at any price" above all else, has been dragged in to preserve the balance of power; and that Marshal Chiang Kai-shek (head of the National Government), having smashed the Kwangsi group, is spoiling for a test of arms with the "Christian General" because he feels the time is opportune. Activities in Canton relating to Chiang Kai-shek and the North are referred to elsewhere in this issue, under "Kwangsi Governor."

Mission to Taiyuan
 Considerable interest has been aroused in Peking, says Reuter, by the sudden departure on the night of June 7 of General Ho Cheng-chun and General Tang Seng-chi. The latter is now nominally a supporter of Chiang Kai-shek against the "Christian General" but his career is such as to indicate that he is only out for what he can do for

himself. The two are bound for Taiyuan, the capital of Shansi, to interview General Yen Hsi-shan, whose desire is to maintain the status quo and peace (which will be in his own interest).

Opinions in well-informed circles in Peking are that Chiang Kai-shek's position vis-a-vis the Kuomintang (of which army the "Christian General" is head) must have worsened for Chiang to send such an important personal delegate as Ho Cheng-chun (the first-named of the two departures from Peking) to Yen Hsi-shan.

Avoiding War
 It is understood, Reuter adds, that Tang Seng-chi brought Chiang Kai-shek's instructions from Nanking to Peking and is, therefore, accompanying Ho Cheng-chun to Taiyuan to see Yen Hsi-shan, on behalf of Chiang Kai-shek.

Meanwhile Yen Hsi-shan is urgently advocating peace. It is reliably reported (according to Reuter) that he is endeavouring to avoid having to fight on either side.

Han Fu-chu's "Desire"
 Li Tsung-pi, representative of General Han Fu-chu, has arrived at Peking. Han Fu-chu, it will be recalled, took a prominent part in urging his Commander-in-Chief, the "Christian General," to denounce Chiang Kai-shek. When the break came, he declared for Chiang Kai-shek against the "Christian General." And it is now supposed that he was not sincere in his declaration for Chiang, doing so merely to gain time for the "Christian General."

His representative (the arrival at Peking), however, states that "Han Fu-chu's only desire is to prevent fighting, on account of the deplorable condition of the people in the famine provinces of Honan, Shensi and Kansu (which

form the 'Christian General's' territory.)"

Chiang's Doubts
 By this, it is taken to mean that Han Fu-chu is still trying to retain the blessing of both Chiang Kai-shek and the "Christian General."

In effect, his words mean that he will join the stronger side "to prevent fighting."

As to his doubted sincerity towards Chiang, Reuter states that it is known in Peking that he interviewed the "Christian General" before his "turnover" to Chiang!

And the news in Peking, as gleaned from Nanking, is that Chiang Kai-shek is now doubtful of Han Fu-chu's sincerity. In view of which, it is thought that the "Christian General" is doing his utmost to force upon Chiang Kai-shek the onus of starting further civil strife.

Initial Advantage
 Han Fu-chu's so-called "turnover" was responsible for Chiang Kai-shek gaining an initial advantage after the "Christian General" had cut bridges and withheld rolling stock of railways to prevent an expedition against him.

The Kuo Min News Agency (semi-official Nationalist), publishes a message from Hsuehchow, the strategic junction of the Tientsin-Pukow and Lung-Hai Railways, that the through train service between Hsuehchow and Chengchow, on the Lung-Hai line, was resumed on June 7, and more than five locomotives and 200 cars previously detained at Chengchow have been returned to the Railway Administration by Han Fu-chu, says Reuter.

If what Kuo Min says is true, Han Fu-chu must have done something at least for Chiang Kai-shek detrimental to the "Christian General."

Mrs. Feng's Part
 Shanghai, Yesterday.

Mrs. Feng Yu-hsiang is on her way to Moscow via Siberia. It is stated that her mission to Russia is to negotiate with the Soviet Government on behalf of her husband (the "Christian General") certain problems concerning these two parties.—Nan Chung Kuo News Service.

Awaiting the Conference
 Hankow, Yesterday.

It is now clearly indicated that there will not be any definite action against Feng Yu-hsiang until after the conference at Nanking on Monday, though it is a foregone conclusion in Chinese circles here that the conference will vote in favour of a punitive mandate.

Meanwhile, owing to the censorship and the severance of communications the situation in Honan is most obscure, but it is believed that the advance of the Nationalist troops is being held up on all fronts pending the decision of the conference.—Reuter.

KIDNAPPING ECHO

**Chinese Lad Accused in
Kowloon**

PREVALENCE OF EVIL

That the case for the prosecution was very weak was the admission of Det.-Sergt. Fitches at the Kowloon Court yesterday, when he prosecuted in a case in which a Chinese lad was accused of kidnapping a boy, the son of a Chinese shop-keeper, of No. 24, Tung On San-street, Yaumati.

Sergt. Fitches said that he had been instructed to carry on with the case, in view of the fact that there was a large amount of kidnapping prevailing at the present time.

After evidence had been given by the complainant, her husband, and another witness, the case was remanded.

It is notified that, at the expiration of three months from date the McNary and Company, Limited, the Chung Kwok Restaurant, Limited, and the Shung On Land Investment Loan and Agency Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

St. Stephen's College is now occupying the new premises at Stanley, having vacated the old premises at Prospect Place and Pokfulam.

Mr. Li Hoi-tung, c/o Banker & Co., Bank of China Building, and Messrs. Thomson & Co., the treasurers and business agents, represent the school in town and from them enquiries may be made.

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BETTER YEAR

**Lane, Crawford, Ltd.,
Report Favourably**

HOPEFUL OUTLOOK

The 70th yearly meeting of Messrs. Lane, Crawford, Ltd., was held at Exchange-building at noon yesterday.

Mr. M. Manuk was in the chair, and those present were the Hon. Mr. W. E. L. Shenton, J. T. Warren, E. M. Raymond (Directors), S. J. Jordain (Manager), A. W. Brown (Secretary), and W. Stevenson, E. J. Ainsley, C. Bernard Brown, W. Macfarlane, and D. K. Kharas (shareholders).

The Chairman addressed the meeting as follows:—

Gentlemen, — The Report and Accounts having been in your hands for the prescribed period, I will, with your permission, take them as read.

Dealing with the accounts, you will notice that the net result of our working shows a profit of \$23,102.85 as compared with a loss of \$11,027.74 for the year previous. This result, which I feel sure you will consider satisfactory, has been achieved in spite of reduced turnover.

Our investments, which produced nothing last year, have given us a return of \$8,065.50, and we have every hope that we shall continue receiving similar returns in future years.

The item of Repairs and Renewals shows an increase over last year of \$3,347.71. Your directors have considered it advisable to debit to this account all minor additions and alterations to fixtures and furniture instead of inflating the values of existing fixtures—hence the increase.

I am glad to say that our Bad Debts are considerably less than last year's, and the Reserve for Bad and Doubtful Debts created this year, viz: \$3,000, is considered by your Directors to be ample.

Profit and Loss
 The Profit and Loss Account does not appear to call for further remarks from me, except the items under the heading of "Depreciation," which I propose to deal with when considering the Balance Sheet.

As indicated in the report submitted by your directors, the balance at debit of Profit and Loss Account, after making the usual allowances, amounted to \$13,886.97. This has been eliminated by a transfer from Reserve, which transfer also allows the sum of \$6,142.06 to be carried forward to the credit of Profit and Loss Account.

Turning to the Balance Sheet, it will be noticed that the Company's property at 17, Burrows Street has not been depreciated. The reason for this is that a recent valuation shows a satisfactory margin between market value and book value of this property.

Bakery Plant and Cold Storage Plant have been subjected to the same depreciation as last year.

With regard to the depreciation made in respect of Fixtures and Fittings, I must remind you of the very heavy depreciation made last year, and also the remarks I have already made about Repairs and Renewals.

The depreciation of garage tools and equipment has been provided for in the Working Account.

Stocks, as valued by the management, have been depreciated where necessary.

I think, Gentlemen, that the foregoing should be a satisfactory explanation of the accounts before you.

New Departments
 During the year under review, two new departments have been added to the Company's Store, namely—the Children's Department and the Dress Material Department, and these show promise of satisfactory business. In order to make room for these departments, several changes in the lay-out of the Store were made, and I have no doubt you will agree with your directors that an improvement in the appearance of the Store has been effected.

An increase in floor space has also been obtained by an extension of the Mezzanine. This extension does not entail extra rent, and the cost—when spread over the period of the Company's Lease—makes the extra area very cheap indeed.

During the year we have rented from the Dairy Farm, Ice & Cold Storage Co., Ltd., their kiosk at Repulse Bay, where our customers are served with cold meals, refreshments, and ice creams, and, judging by the support we are receiving, it

is evident that we are meeting a long felt want by those who patronise the Repulse Bay Beach.

Rent Reduction
 I am very pleased to be able to report that the Realty & Trust Co., Ltd. have very kindly seen their way to reduce our rent for a period of one year as from September 1, 1928, with an option to extend such reduction for a further four months. The year under review has had the benefit of that reduction for six months, and we are sure of this reduction for ten months of the present financial year. Your directors hope that the Realty & Trust Co. will see their way to continue this concession.

We are gradually developing our Motor business, and have at the moment the most up to date plant and equipment certainly in South China, if not throughout the Far East. We are now making arrangements to give motor service to our clients in Kowloon, and, in conjunction with our friends, the Dairy Farm, Ice & Cold Storage Co., Ltd., we shall shortly be taking over the Peak Garage.

Your Directors feel that we have at last successfully tided over the worst period in the history of the Company, and we now can, without being over optimistic, look forward to a better future.

Your directors have been pleased to appoint Mr. S. J. Jordain as the Company's Manager, and Mr. A. W. Brown as the Secretary. I should like to take this opportunity of expressing the thanks and appreciation of your directors and the shareholders for the excellent work done by the Manager and his Staff.

I now beg to propose that the Report and Accounts for the year ending February 28, 1929, as presented, be adopted, and shall be glad if some shareholder will second this proposal. When this has been done I shall be glad to answer, to the best of my ability, any question shareholders may wish to ask.

Greater Achievements
 In seconding the adoption of the Report and Accounts, Mr. Stevenson said that shareholders would agree that there had been an improvement over the working of the previous year, and they could safely look forward to greater achievements next year.

Carried unanimously.

Mr. Manuk was re-elected a Director of the Company, on the proposal of Mr. Bernard Brown, seconded by Mr. Ainsley.

The Auditors
 Messrs. Linstead and Davis, the Auditors, were re-elected for the ensuing year at a remuneration of \$1,000, on the proposal of Mr. Macfarlane, seconded by Mr. Kharas.

"WET" SYNDICATE

**"Count De Polignac"
Released**

DENIES COMPLICITY

**Bail of \$25,000 Before
Sailing**

New York, Yesterday.
 "Count" Maxence de Polignac has been released on bail of \$25,000 and has sailed for France.

He denied being mixed up in the sale of liquor in the United States—Reuter's American Service.

(A cable on June 6 stated that